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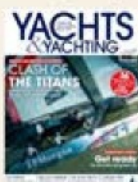
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Skipper's View

A REALLY DECENT MIST MIGHT GET PROMOTED TO FOG,
I THINK WE NEED A BETTER WAY TO MEASURE VISIBILITY



I'VE BEEN SAILING all my life, but recently found myself stumped by a simple question. What's the difference between mist and fog?

It was widely described as foggy on the morning I left for Dorchester-on-Thames to review the little 19ft Tela dayboat earlier this month (pp84-86). The train kept plunging in and out of dense, clammy banks of it, like cloud that's fallen out of the sky. But by the time we'd got to the banks of the test site, the 'fog' had become little more than a brilliant sparkle; light and ethereal and every inch a mist.

It got us talking at ST Towers about how thick mist has to be before you call it fog. The *OED* has it that the two are essentially the same: mist is 'water droplets suspended in the atmosphere... near the Earth's surface' and fog is 'water vapour near the ground in minute droplets'.

On land, mist only qualifies as fog if the visibility falls below 200m, but at sea, we're more generous – up to 1,000m will do. The *Shipping Forecast* doesn't go into more detail on the matter, though for many cruising yachtsmen, the difference between visibility of 200m and 1km is profound. You might scuttle across the estuary in one, but not the other.

It prompted us to speculate on a system to categorise fog more fully. You could introduce a scale from one to 10, where visibility ran from 1,000m to less than 100m respectively. Then the unit of measurement would need a name – I proposed a 'Heppell' after our indomitable news and features writer Toby, who grew up sailing on the east coast and is therefore more than familiar with fogs.

The enemy of a good fog, of course, is wind, and we have a host of tips on how to read and make the most of wind features from the foredeck (pp76-79). You can also shake off a fog with a glance at our lead feature on getting more for your money in the Med (pp24-31) and exploring the Bristol Channel (pp40-46)

Meanwhile, the long, wet winter is over and boatyards up and down the land are frantic with activity. Summer is not far away – time to enjoy those first sails of the season. Let us know how you get on.

Sam

Sam Fortescue, editor



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CONTRIBUTORS



DAVID DEANS has done a lot of singlehanded, first in a monohull, then in a cat. He is doing the ARC next



GEORGIE MOON had never sailed until the age of 40. She and husband Tim are now cruising the Med



SIMON KEELING is a well-known forecaster, now running Weather School for sailors

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JOE MCCARTHY



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24 pages
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Nab Tower

Photo by Barry Pickthall/PPL

Originally designed as part of a chain of eight towers to protect Portsmouth and Southampton, Nab was the only one finished before the end of the First World War. It was floated into position and sunk in 1920, for use as a lighthouse. Work will end in September to remove the badly-worn steel cladding and respray the core with concrete. This will reduce the height from 22m to 11m. Its white light flashes every 10 seconds with a 12nM range. The tower still lists at 2°.

Ebb and flow

EVENTS | GOSSIP | NEWS FROM THE SAILING COMMUNITY

Adrift and alone in Clipper

A BRITISH MAN was rescued from the Pacific Ocean in the early hours of the morning after he went overboard during leg 10 of the Clipper Round the World Yacht Race.

Andrew Taylor (46) from London went overboard in rough weather in the early afternoon, local time, and was eventually recovered one hour and 30 minutes later.

The incident happened in rough weather with 35 knots of wind and clear visibility, during a daylight sail change 14 days out from Qingdao, China, heading for San Francisco.

"It all happened so quickly, I was gone, just like that," said Taylor after the ordeal. "I didn't know if the crew were looking for me, I didn't know if they had seen me, I couldn't hear anything... I kept watching

the boat and then I saw the side of the boat and then the other side, and I thought that was a good thing as it meant they were looking for me. I later realised someone was up the mast and I thought that meant they couldn't see me."

Skipper Sean McCarter had been on the bow with Taylor

being hypothermic and with a broken leg from hitting the rudder, made a recovery.

There is still some small confusion as to why the search took so long. Taylor did not at first activate his Personal Locator Beacon (PLB) on going over the side, although it seems he thought he had.

It was not until much later that he did, in fact, turn it on. During this time the crew aboard the boat were trying to calculate a drift rate and search in the correct area. By the time Taylor finally activated his PLB over an hour later, he had drifted more

than a mile away from the search area.

Clipper Race chairman, Sir Robin Knox-Johnston, sent a message to all boats reminding them of their safety training. It is only the third MOB in nine Clippers.



performing a routine sail-change when the Londoner went overboard. Quickly making his way from bow to stern and taking the helm, man overboard actions were begun.

The team were able to recover Taylor who, despite



YOUR HELP NEEDED

Artist Andrew Parker is seeking volunteer boaters to take him out to paint the ports that JMW Turner visited. For details see sailingtoday.co.uk

RKJ: SOLO SEPTUAGENARIAN

Sir Robin Knox-Johnston is to make a return to racing, announcing his intention to compete in the Route du Rhum race, sailing his Open 60, *Grey Power*, at the ripe old age of 75.

The race is considered a classic and takes place between St Malo in France and Pointe-à-Pitre in Guadeloupe every four years.

"Participating in the 2013 Rolex Sydney to Hobart Race [with the Clipper Race fleet] reminded me how much I enjoy the excitement of an

ocean race," explained Knox-Johnston of his decision. "Solo sailing is where I feel most at home – no one else can benefit you or let you down – it is all in my hands. The Route du Rhum is one of the classics – it is a very well-run race."

Knox-Johnston has been away from solo racing for some years, having last competed in the 2006 Velux 5 Oceans. This will be the 10th edition of the Route du Rhum race, which first took place in 1978 and is due to start from Brittany on 2 November 2014.





OYSTER YACHTS / MIKE JONES WATERLINE MEDIA

A bed of Antiguan Oysters

Sixty Oyster yachts are cruising Antiguan waters this month – the largest assembly of the boats in the 40-year history of the marque. Many of the boats were in the Caribbean after the conclusion of the Oyster World Rally and others were taking part in the Oyster Regatta.

Last month, Oyster CEO David Tydeman confirmed that the boatbuilder would make its world rally a regular event.

Mast collapse catastrophe

BRITISH CIRCUMNAVIGATOR

Andrew Halcrow been rescued by the Chilean Coastguard after abandoning ship off Cape Horn.

Andrew left Falmouth in December 2013 on his steel yacht, *Elsi Arrub*, on his second attempt to sail around the globe (see ST202). His first go, in 2006, ended when his appendix burst, but *Elsi Arrub* was found by Australian Coastguards and returned to Andrew who lives on Burra.

This time the 54-year-old lone sailor had been making good progress until he hit strong winds and huge seas an estimated 100nM west of southern Chile.

On 9 March, Andrew's mast broke forcing him to call Mayday. Later he wrote: "Part of me can still hardly believe what has happened. I was sure that the mast was really well rigged and would stand up to some severe weather, so maybe

it just buckled under the extreme pressure."

Andrew called Falmouth International Rescue, who contacted the Chilean Coastguard and he was airlifted to Punta Arenas. Sadly he doesn't feel there is much chance of rescuing *Elsi Arrub*: "I'm sorry it had to end this way. It is the risk we take when we do crazy things like this."

However, he is determined to keep sailing and still hopes *Elsi Arrub* might be found.

GOING UP



NEW THAMES BARGE

Plans are afoot to build a new Thames Sailing Barge based on the blueprint of the last steel barge, *Blue Mermaid*.



COWES WEEK WINE CORNER

Laithwaites wines has come on board as a sponsor of Cowes Week and will be launching a 'wine corner' at the regatta.



BMF ON EMISSIONS The British Marine Federation happily informed us this month that it has managed to stave off the introduction of a new law regulating emissions at sea. Well done?



METHOD ACTING The Crew Academy (TCA), a training school for interior yacht crew, has introduced practical service courses to enable students to practice new-found skills in a simulated yacht environment, much like method acting.

GOING DOWN



Yacht owner!

For the past 20 years you have not been given the ability to fix your own boat when something went wrong.

You depended on service providers for every little malfunction, increasing unnecessary cost and wasting precious trip time. Those days are over.

Galatea developed a revolutionary system that ensures you can solve problems that occur on your boat at sea - anywhere, anytime.

When you call our support center, you get instant, live help from a certified boat specialist who will walk you through the simple actions we know you can perform to restore original functionality within minutes.

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Wait...what if the Support Centre walkthrough doesn't resolve the problem?

If you run into a problem that the Support Centre can't help you through, we pledge to provide you with several recommendations of near-by available service providers, selected by expertise and ratings, and assist you in overseeing your repair.

In addition, Galatea has developed MyBoats for you.

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WIND FARM GETS GO AHEAD

The Scottish government has given the go-ahead for two wind farms of up to 326 turbines sited in waters off the northeast coast



PHONE A FRIEND

An intriguing new service has been launched that promises to make repairs simpler and cut the cost of calling out professional help for 30ft to 70ft (9.1m to 21.3m) boats.

Galatea calls itself a 'marine outsourcer', offering technical assistance over the phone from a team of experts. "We ran a pilot in 2013 with 120 boats in the Med and found that half the problems can be solved over the phone," said co-founder John Stone.

Galatea's MyBoats app allows users to create a map of their boat systems and access manuals for all on-board kit in one place.



Tall Ships: A capital idea

UP TO 50 Tall Ships from all over Europe will converge on London this autumn for the capital's biggest event since the Olympic Games.

The boats will race from Falmouth to the Isle of Wight, then cruise to the Thames in time for the Royal Greenwich

Tall Ships Festival on 5-9 September. In a spectacle expected to attract more than a million people, the ships will moor between Woolwich and Greenwich and offer daily sails to visitors.

Tall Ships gather every year for the festival, but 2014 will

mark the first time in a generation that so many will join in. "Playing host to London's first Tall Ships Festival for 25 years will provide us with a fantastic opportunity to boost the local economy," said Councillor Chris Roberts.

On-the-water watchkeepers

THE MERCHANT NAVY

Association Boat Club has launched a new Watchkeepers Afloat Scheme.

The scheme is modelled on similar lines to the National Coastwatch Institution's 'Eyes along the Coast' service

operating from the NCI's 50 shore-based lookouts around England and Wales.

The 'SeaVue' scheme, as it is being touted, has its origins in the old Auxiliary Coastguard Afloat Scheme that operated in the days before HM

Coastguard VHF marine radio communications.

Essentially, the scheme involves members of the Merchant Navy Association Boat Club undertaking to act as 'watchkeepers afloat' whenever on the water.

Port Navas saved

Port Navas Yacht Club has been saved after the previous owner put it up for sale in the later half of last year. It is the only privately-owned yacht club on the Helford River, controlling dozens of pontoon and creek moorings, and berth holders had feared that new owners might not keep running the club as a going concern.

Ben Davies from Savills says: "The new owner has chosen to keep it as a yacht club with waterfront bistro, moorings and pontoon berths alongside residential waterside apartments, which will come as a great relief to the club's members and local residents." Indeed it will.



500th club for Bart tribute

ORGANISERS OF THE tribute race concept Bart's Bash, the Andrew Simpson Sailing Foundation (ASSF), have signed up their 500th club this month making the event a shoe-in for a bona fide world record attempt in November.

The race was devised to honour Olympian Andrew 'Bart' Simpson, who tragically lost his life while training for the America's Cup last summer. The sailing community has shown phenomenal support, meaning the race is now likely to gain a world record.



Bart's Bash will involve people sailing a similar course at the same time, setting off from their local club. With this format the organisers have managed to involve clubs from all over the globe, though the bulk are based in the UK.

The ASSF has also announced a new sail training facility in Weymouth, operating out of the 2012 Olympic sailing venue, the Weymouth and Portland National Sailing Academy. The world-class centre will open its doors next month and act as a hub for all ASSF's activities, helping the foundation to fulfil its charitable objectives.

For more details or to sign up, go to www.bartsbash.co.uk.

ASLEEP AT THE WHEEL

The operator of a coaster ship that grounded on the Farne Islands, an environmentally sensitive area off the Northumberland coast, has been ordered to pay nearly £73,000 in fines and costs after its crew failed to keep a proper lookout.

On the evening of 15 March 2013, the MV *Danio* left Perth, Scotland, destined for Ghent in Belgium.

After coming on watch, the chief officer's eyes became increasingly irritable, so he sat on a settee, put his head back, and administered some prescription eye drops. He then fell asleep.

He was woken up 90 minutes later by the noise of the ship grounding in the early hours of 16 March. It was over an hour before the crew contacted the coastguard, though they did contact the vessel's owning company.

The vessel was finally removed on 28 March 2013, when tidal conditions allowed it to be refloated and towed to Blyth for inspection.

At a hearing (27 March 2014) at Newcastle Crown Court, judge Brian Forster said: "It is clear to me the shocking failure to comply with regulations led the vessel to sail on automatically. The potential for disaster was obvious, as it sailed on silently at night, with no lookout, with the threat to other vessels at sea."

Marine plan secures E coast

GOVERNMENT-INTRODUCED PLANS IN 2009 are being brought into play with the first marine plans from the Marine Management Organisation, designed to provide 'clean, healthy, safe, productive and biologically diverse oceans and seas.'

England's 'first ever plans for the future of our seas', as they are being couched, were published on 2 April 2014.

The plans provide guidance for sustainable development in English waters and cover the coast and seas from Flamborough Head to

Felixstowe. They're said to provide recreational boating with a stronger platform to challenge developers.

Unfortunately, much of the wording looks woolly and it remains to be seen how effective the 'guidance' might be when challenged.

THREE CONSECUTIVE DAYS of fun racing made for an exciting weekend for competitors at the British Virgin Islands Spring Regatta and Sailing Festival



THE RACING attracts many top crewed boats, but the focus is on fun



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BARGAIN SUPERYACHT



Jeanneau 64

c£844,000 (€1.02m)

The French production yard's new 65ft (19.8m) flagship hits the water this month. With the hull designed by Philippe Briand and the interior by Andrew Winch, she aims for superyacht style, but being a Jeanneau she has to hit a more democratic price point.

Her modern hull has a hard chine for stability and interior volume. She has twin wheels and rudders, and the polars promise an easy 10 knots of boat speed in 14 knots of wind. She sports the mandatory bathing platform, which also conceals a dinghy garage. A flush walk-through transom is also an option. The cockpit has been designed to be the centre of the boat's "deck life", with an external grill and fridge. Twin tables can be lowered to provide large sun loungers and, below, she has a light saloon thanks to flush deck hatches, windows and portlights. The owner's cabin can be fore or aft and there are up to 10 permanent berths, with two further convertible berths. Or you could opt for a work space, a laundry, or, or, or... Jeanneau claims the multitude of options turn her into a semi-custom yacht.

► **Builder:** Jeanneau, www.jeanneau.com. UK dealer: see website



Gazelle des Sables c£4,230 (€5,114)

Not strictly new, but new to us at least. This 8ft 10in (2.7m) coracle of a boat is unsinkable and self-righting. Thanks to its water ballast system, it weighs only 55kg, which makes it an ideal training boat or fun tender. She'll take two adults (up to 180kg) and can be configured with one mast or two, with topsail and headsails for a sail area of 43sqft (4m²) to 151sqft (14m²). Category D, meaning up to 2nM offshore.

► **Builder:** Gazelle des Sables,
www.lagazelledessables.fr



Territoire 11.8 c£275,000 (€330k)

Robustly built of Strongall aluminium at the Meta yard on the fringes of the Auvergne, this is another French go-anywhere cruiser. Eric Henseval has drawn her sub-40ft (12.2m) with a tiller — rare for a new high-latitude cruiser. The first one that's been built has a doghouse, but this can be altered to suit.

The accent is on safety, with a deep cockpit and fixed stern locker. Chines provide stability and interior volume. The default rig is a cutter and she has a stubby bowsprit for launching the kite. Below, she's pragmatically laid out, with a double quarter berth, bunks to starboard amidships and a double in the fo'c's'le. Energy requirements are kept to a minimum to enhance range.

► **Builder:** Meta Chantier Naval,
www.meta-chantier-naval.fr



OQS C-60

c£3.17m (€3.8m)

Billed as a luxury performance catamaran, with a price tag to match, this Finnish-built boat is designed to cross oceans. From the pen of German Frers, it's perhaps not surprising that she came second in class in last year's ARC. Build quality is excellent with a vacuum-infused hull, carbon rig and high-quality deck gear.

Below, she offers an oasis of comfort, with the saloon fitted out in ash, "sprawling" beds and shower rooms, plus an array of built-in entertainment systems.

► **Builder:** Ocean Quality Systems, www.oqs.fi



Black Pepper Code 1 from c£378,000

Marketing itself as a vintage weekender, this 40ft (12.2m) boat is really a high-tech French cruiser-racer. Her hull is a club sandwich of glass, carbon, foam and epoxy, normally associated with ocean racers. Her lines from Marc Lombard are flat and powerful and she has a tall carbon rig. The decks are flush and teaky and, below, she has a stylish, if not overly spacious, modern finish, and room for sleeping up to seven.

► **Builder:** Black Pepper, www.blackpepper.fr



Discovery 55 Mk II

from £1.18m

Rather than launching a whole new model, Discovery Yachts has opted to tweak its successful 55 design and call it a Mark II, as some of the quality Scandinavian builders do.

Judging by this picture, the new version will look more like the flagship 67. Key changes include bigger wraparound windows with slimmer mullions in the raised saloon, flush deck hatches and the option of a vertical portlight in the aft cabin. There is a choice of 'hot tub' or open-helm positions, and the companionway is now more watertight.

The interior cabinetry has also been redesigned to save weight. Two of the new boats are in build, one with high-tech PBO rigging.

► **Builder:** Discovery, www.discoveryyachts.com

Word of mouth

LETTERS | TWITTER | FACEBOOK | EMAIL

COMMENT OF THE MONTH

Tradewind foodies

I appreciated Rod Heikell's article in the May issue. As usual, he is correct in his advice, but I feel I can add a bit more.

Whilst shopping in the excellent Panama supermarkets, muttering 'must get some of that' and 'can't live without that in the Pacific', I was interrupted by Chris Ennor, a great friend and experienced sailor in his small catamaran *Magic Carpet*. In his inimitable Aussie style he said: "Mate, where there are people, they eat!"

Quite right, too. You are never far from food and part of the fun of cruising is exploring what is available locally. I can pretty much guarantee you will get good food, though different from what you are used to. So just carry a stock of the basics, and perhaps one or two real essentials, amongst which I list HP sauce and Branston pickle.

Storage in Tupperware containers is easy too. Never bring cardboard aboard, as that is where the cockroach eggs live. Wash veggies as soon as you get them aboard for the same reason.

Arni Highfield, catamaran *Jade*, Hong Kong

Standing up for rigging

I must take issue with the suggestion that standing rigging must be renewed every six to eight years (Seamanship, ST205). If this is to be done then the cost on an average 35ft (10.7m) cruising boat will be in the region of £1,500. Sailing is expensive, but this suggestion

is ridiculous! With a regime of careful inspection, 15 years would be a reasonable renewing interval.

There does not seem to be a non-destructive testing inspection that is reasonably priced that would show up any defects. There must be a better way of approaching the problem.

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



Perhaps *Sailing Today* can approach a materials-testing house with the proposition of developing a kit that could be hired out to yacht owners. Insurance companies would presumably require the testing to be witnessed.

David Jones, Guildford

Editor replies: We've put David's question to several insurance companies and surveyors and will report back soon.

Winter stop

In reading Jim Barnes' letter in the April issue, I agree with him [that mooring stops need regular maintenance].

I have recently approached most of the major insurers for terms on a new purchase, having been boatless for a couple of years, and found all are talking about increases in premiums. When discussed, it came down to claims costs following the winter storms. That's a reasonable approach if costs are spread over both inland and seagoing craft.

It was not surprising that in my conversations, insurers advised many claims could have been reduced or avoided if basic boat maintenance and risk assessment had been undertaken – as suggested by Jim. In my opinion, far too many just see maintenance as an extension of an insurance policy.

As a result, it looks as if we are all going to pay more for those that do not care.

Mark Morsby, by email

Fire fighter

Last month I stood and watched as fire ripped through a new Sirius 35 in the boatyard at Swanwick. The cause of the fire was apparently lanolin that had

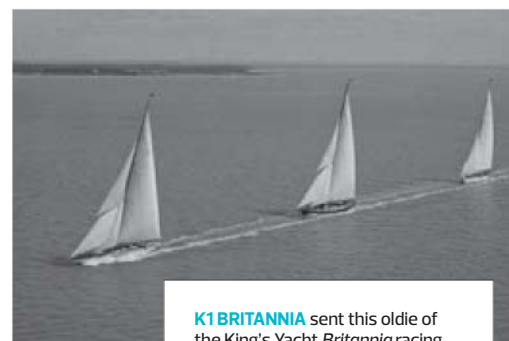
YOUR PHOTOGRAPHS



IAN SMITH sent in this image of a sea-fog obscuring the horizon on West Mersea. Or should that be mist? (See Ed's letter).



A TWITTER follower sent this with no explanation! Looks expensive...



K1 BRITANNIA sent this oldie of the King's Yacht *Britannia* racing.



Make the boat more fireproof – see next month's issue

been put in the yacht's oven and then forgotten about. Thankfully, the fire brigade was on the scene within minutes and the yacht's owner had been dragged to safety before he suffered serious injury. It only took a few minutes to put the fire out, but even in this short time, it had not only gutted the Sirius but caused damage to a nearby yacht and powerboat.

Now you might think that dealing with burns, a fight with the insurance

company to get back the best part of half-a-million pounds and a lost season were enough punishment for a moment's foolishness. However, just take a moment to consider the owners of the other boats. One minute they are sitting at home enjoying their Saturday and thinking about getting stuck into this year's anti-fouling. The next minute the phone is ringing and they are being told their boat has been damaged by fire. Just think how you would have felt if that had been you.

We all know how much of a danger fire is on a boat, but what we might not appreciate is how your actions can also be dangerous to other people's lives and their boats, whether on land or in the marina. At best it's a lost season; at worst it's a lost life. Even when not at sea, why take the chance when it comes to fire safety on board?

Martyn Ruks, by email

Editor replies: *There appears to have been a spate of high profile yacht fires this winter. Look out for our special guide on how to fireproof your boat in the next issue.*



Retweet

This month we saw a huge response from a question about how sailing has affected female sailors over 50:

I learned to sail at 32, gained the confidence to leave a bad marriage, bought my first boat a year later, fielded the first all-woman crew in the Trans-Superior Race, got burned out at work and quit my job in 2005, got my captain's license and became an ASA instructor... I met my husband and now we cruise the Caribbean together. I'm 54, sailing has changed my life.

Gail Bowdish – Facebook

I have been seriously into [sailing] since I turned 30 (although I dabbled in dinghies in my childhood). Did my theory and practical RYA courses in the early 90s. Raced at Cowes Week 1994–2007. Campaigned a sponsored yacht with an all-girl crew for 10 years at Antigua Sailing Week 1996–2006. Still race on friends' boats in the Caribbean and Solent. Have met some awesome male and female 'yachties' and cruisers who will be forever friends. It teaches you so many skills, not just how to sail. Sailing has completely changed my outlook on life. I can't imagine life without a blast on the briny.

Penelope Bloxham – Facebook

I am 55 and last year I chucked in almost everything to live on a sailboat.

Nicola Kamper – Facebook

I was 46 when I first stepped on a boat in Greece, three months after my husband left me. I've been sailing ever since, whenever I get the chance, only a modest Laser to my name, but can't imagine what my life would have been like if I hadn't discovered sailing! I'm 52 next month.

Alison Lardi – Facebook

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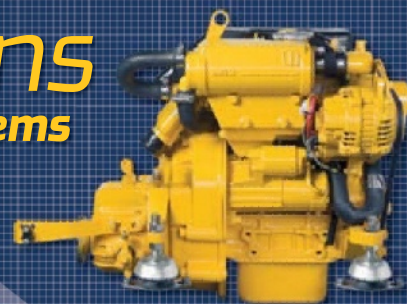


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What's on

EVENTS | DIARY DATES | PLACES TO VISIT

ALL WALES BOAT SHOW / 30 MAY–1 JUNE

Celebration of yachting, boating, watersports and coastal living taking place in Conwy, Wales



International Robotic Sailing competition

7-13 June. Various universities (mostly) competing in a fully automated model boat race. Bonkers!



Pembrokeshire Fish Week

28 June. A week dedicated to fish, specifically the cooking or eating thereof.



ROUND THE ISLAND RACE / 21 JUNE

The ever-popular Round the Island Race will once again draw several thousand professionals, amateurs, families and other boating enthusiasts to race around the Isle of Wight



FALMOUTH CLASSICS / 13–15 JUNE

After resounding success last year, the Falmouth Classics regatta will, once again, coincide with the Sea Shanty festival in 2014, following the very well attended trial run in 2013



MARTIN PERRETT

Three Peaks Yacht Race

7 June. Running, sailing and cycling over the UK's highest peaks, starting from Barmouth.

DON'T MISS OUR SISTER TITLES THIS MONTH

Classic Boat

- Fife's favourite yacht: Meet the 1936 yawl *Latifa*
- Why strip-plank works
- Spetses: a secret island
- Financing your yacht



Yachts and Yachting

- Inside guide to the Extreme Sailing Series
- Top tips to sail better
- Win in an affordable design
- The best summer racing



NEXT MONTH IN SAILING TODAY

ISLE OF WIGHT Cruising guide to a more leisurely 'Round the Island'

EUROPEAN CANALS Mast-up and fin-keel routes from France to Sweden

BARGAIN CRUISER Jeanneau's new Sun Odyssey 349 is a low cost, but capable bluewater cruiser

ON SALE 30 MAY

GULL'S EYE With the spotlight on the Solent, we explore Cowes

FIREPROOF your boat — an expert guide to protecting your craft



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Boats at the show:

Broadblue 345 S2
Corsair Dash 750
Dragonfly 28
Dragonfly 32
Fountaine Pajot
Hélia 44
Gemini Legacy 35
Lagoon 39
Lagoon 400 S2
Rapier 400
Rapier 550

THE MULTI HULL SHOW

6-8 JUNE, HASLAR MARINA, GOSPORT

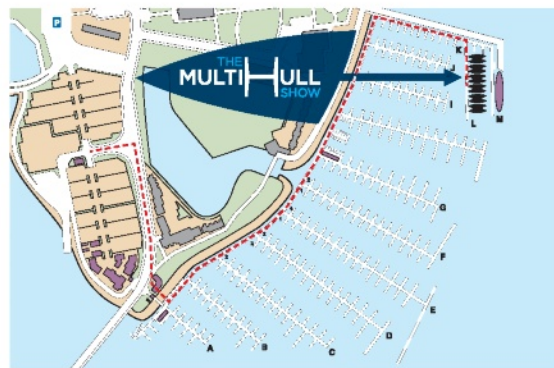
For anyone interested in catamarans and trimarans, there's really only one boat show in the UK

HOSTED UNDER THE green topsides of Light Vessel No. 1 at Haslar Marina, Gosport, this year's Multihull Show will gather at least 12 boats in the same place.

Visitors can explore the boats on the pontoons during the day and make appointments to go for a blast outside the marina after 4pm. "It's a brilliant opportunity for people completely new to the multihull thing to ask all those embarrassing questions," says Graham Laver of Ancasta, one of the show's sponsors.

"Multihulls are all about a lifestyle choice: owners usually want to go cruising. The trouble is that so few remain in this country – they soon head off to the Med or the Caribbean."

Boats on show include models from the best-known production builders. Among them is the Gemini Legacy 35, a development of the popular 105MC, which readers voted their second favourite new boat ever tested by ST. As well as demos during the show, there's a try-before-you-buy option in the form of Blue Reach charters.



KEY FACTS

12 boats on show
FREE entry
Open 10am-4pm, with demos afterwards
Parking at Haslar Marina

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For further information visit: www.portsmouthmultihullshow.com

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The new Seldén GX is a furling system for your Gennaker or Cruising Chute which makes hoisting, dropping and storing easier and safer.

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To set, simply hoist the furling sail and pull the sheet. To drop, pull the continuous furling line. The line driver turns the torque rope which dowses the Gennaker from the head downwards. When the sail is furling it can be dropped to the deck or left hoisted for later use.

The unit is easy to fit to new and existing sails. The Torque rope is connected using a patented locking system. No splicing or sewing is required.

The Seldén GX Gennaker Furler is ideal for use with a Seldén Bowsprit. The endless furling line can be operated from the bow or lead back to the cockpit. Stanchion fairleads are available as well as a fiddle and twin cam cleat block to secure the furling line.

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Broadside

FOR YEARS A HAPPY MONOHULL SAILOR, **DAVID DEANS** HAS TURNED TO CATAMARANS FOR OFFSHORE CRUISING AND SAYS THERE'S NO WAY BACK

Before the catamaran I now own, I had a monohull. She was a Jeanneau 43DS and she was my pride and joy. But my new wife found sailing difficult – seasickness took hold every time a trip below was required – so my sailing became limited to warm days and short trips with the odd Channel hop.

Things had to change if I was to carry on sailing. In 2007, we made the annual pilgrimage to the Southampton Boat Show looking for something a bit more stable; something with two hulls. After kicking tyres and slamming a few doors, we settled on a Lagoon 380.

It was not an easy decision. It meant moving from a yacht with a warm wood interior, blue hull and teak decks to a GRP monster with a minimalistic, white plastic interior. The new boat seemed to sit on top of the water, not in it, and looked like she should be in the Med, rather than the English Channel. I would liken the switch to moving house from a cottage to a loft apartment.

In March 2008, we found ourselves in the new catamaran heading out of the Solent in an easterly Force 7 bound for Weymouth. We decided to divert to Poole, as anyone who knows Weymouth Bay tends to avoid it in anything above a Force 6 from the east. As we turned north we had our first experience of what *Songbird* was capable of – reefed down we easily achieved 12 knots plus with the wind on the beam.

I had read all the polar charts indicating that on a flat sea and with 25 knots of wind, she should be charging along at 16 knots plus. You can find those conditions along the south coast, but they are few and far between. We have achieved 15.6 knots in *Songbird*, but the reality is quite different when all the equipment for a charter yacht is loaded: dinghy, outboard, two liferafts, 760lt of water, wife's clothing, 10 passengers, two crew and, of course, the ship's cat.

So, with a normal load and a Force 4, I plot most of my journeys at 7 knots – much the same speed as in the Jeanneau. The bonus is that off the wind you get an extra push – maybe to 9-10 knots – and you stay level. The downside is that any course less than 50° to the wind means you're better to motorsail. The two Yanmar



DAVID DEANS

'In fact, the biggest problem had been trying to slow the yacht down and not spill the drinks!'


YM30s are capable of pushing the yacht along at 9 knots (always spec the big engine – it's money well spent). Going hard on the wind, cats tend to slam on the waves. It's disconcerting the first few times it happens, but you get used to it. It's always better to steer off a few degrees if possible.

I think safety was my greatest concern, as I had read numerous articles about the tendency for catamarans to pitch-pole offshore, and how they are more stable upside down. So there was always a nagging doubt, but over the last six years, *Songbird* has earned my respect. As we charter her, it is not all fair-weather sailing. If the customer wants to go and I think it is within the yacht's capabilities, then off we go: normally France, the Channel Islands or runs along the south coast. Once on a trip to Portugal, we were caught in Biscay in a Force 8 increasing to a Force 9 easterly, with gusts above 55 knots for 15 hours (GRIB files had assured us Force 7). *Songbird* came through with flying colours. In fact, the biggest problem had been trying to slow the yacht

down and not spill the drinks!

So what do I get from a catamaran over a monohull? Space, comfort and great passage-making. Storage is superb and the starboard locker doubles as a berth for me when all the cabins are filled with guests. There's wardrobe space aplenty, two engines, an airy saloon, not to mention outside areas for relaxing with your G&T.

She also has all-weather sailing ability. Numerous times we have sailed home in freezing or wet weather, helming from inside with the remote control and the heating on. My wife is no longer seasick unless it cuts up rough and the minimalistic interior looks as good as it did six years ago.

This year I'm taking part in the ARC with *Songbird*, so we will see how she performs across the Atlantic. 

YOUR VIEW

What is your experience of sailing a catamaran?



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editor@sailingtoday.co.uk

DAVID DEAN is an offshore yachtmaster with commercial endorsement. He has done a lot of singlehanded, first in a monohull, then in a cat. www.songbirdyachtcharters.com

Cruising



A full-page background image showing a sunset over the sea. The sun is a bright orange orb on the horizon, with its light reflecting on the water. Several dark, thin lines, likely the rigging of a sailboat, run diagonally from the top left towards the center. The sky is a mix of soft orange and pale blue.

CROISSANTS TO CALAMARI

Georgie and Tim Moon experienced Mediterranean culture and hospitality while sailing to Greece on a budget

Many cruisers heading for Greece sail along the French coast and follow the Italian mainland southwards. They pass by the island of Elba and the east coast of Corsica, through the Tyrrhenian Sea and eventually reaching Sicily at the Straits of Messina.

If this route is taken, there are limited places for yachts to anchor comfortably, and inevitably you will find yourself mooring in some of the

numerous and very expensive Italian marinas along the east coast. It is not uncommon for mooring charges to rocket to more than €10/m for a boat during the peak month of August.

Instead, we opted for the route that took us along the west coast of Corsica, through the Straits of Bonifacio and along the east coast of Sardinia, before making the long crossing to the north-east corner of Sicily. We then sailed along the south coast of Sicily, heading east to the toe of Italy and finally on to Corfu. This route allowed us to find some very



pleasant overnight anchorages, as well as several town quays where we could moor for no charge, as there was usually no electricity or water, which suited us fine once in a while.

The first memorable place where we anchored was the small beach resort of Porto Pollo on Corsica. After leaving Toulon, we had originally set a course to Ajaccio, on the west coast. But a few miles out, as the weather was sunny and calm, we decided to skip the expensive marina and carry on for another 12nM to Porto Pollo. After the long passage from the mainland, the sight of a golden beach and turquoise water was very welcome. With a couple of beachside restaurants, and plenty of vegetation filling the landscape behind, the area was very reminiscent of many places in Greece. We anchored in about 4m over sand.

A short dinghy ride ashore brought us to a small supermarket in one direction and a tiny harbour for motor and fishing boats. A garage sign indicated fuel was available a short distance away.

High winds, heavy seas

Farther south we ran into some unexpected, unseasonal weather. Our arrival in Bonifacio coincided with a weather forecast of high winds for the next few days. We paid €43 a night to moor here, the most we paid on our whole trip. As well as being a

very safe, sheltered harbour, it was a great place to take in some Corsican culture and explore the old walled city high up above the waterfront.

On the day we left, although the high winds had abated, there was still a heavy sea running, and we had a wild journey out of the harbour as we headed for La Maddalena on the north-east coast of Sardinia.

The unsettled weather continued for the next few days as we made plans to sail to Olbia, a passage of about 35nM. After stopping for fuel and water in nearby Palau, we left early the next morning in a stiff breeze and overcast skies, and it was not particularly warm or pleasant for May. This was another reason why we bypassed most of the beautiful Costa Smeralda, as the anchorages there were not that attractive for

TOP FIVE HARBOURS OR ANCHORAGES

Porto Pollo – a quiet anchorage off a lovely sandy beach
Favignana – town quay, excellent place to explore
Bonifacio – our extravagance, superyachts and a walled city
Siracusa – anchor in the bay or moor on town quay, steeped in history
Arbatax – useful marina before crossing to Greece

Preparing Fandancer for the Med

- ▶ We installed a sturdy swim platform, ladder and transom shower
- ▶ 12v fans in the aft and forward cabin, saloon and galley
- ▶ A new, well insulated, top-loading fridge with a Frigoboat keel-cooled motor, capable of making ice
- ▶ Two solar panels fixed on top of wheelhouse, which helped to keep the batteries topped up
- ▶ Bimini – made of several metres of green garden shade netting, giving 85 per cent sun protection and a good view of the rig. We cut a hole for the solar panels situated on top of the fixed wheelhouse, and sewed a cord around the edge so we could fix it in place



ALL PICTURES: GEORGIE MOON

swimming at that time of year. The weather got progressively worse by early afternoon and we realised that it would be foolish to press on to Olbia. Instead, we diverted to the sheltered bay in the Gulf of Cugnana and anchored overnight. The bay was fairly shallow with weed covering the seabed. Although we had bought a new 55lbs (25kg) Rocna anchor, we had our first indication that it was as prone as any other anchor to finding weed hard to penetrate, and we had to re-lay several times until we held. However, we ended up having a secure and comfortable night, despite the Force 7 wind and rain outside.

Town Quay for free

A different type of mooring where we paid no charges was found by following advice in Rod Heikell's



'This was the place where I had to say goodbye to my trusty old ladies' bicycle'

pilot book. We berthed alongside the quay in Olbia, Sardinia, and also in Mazara de Vallo and Favignana in Sicily. Another free quay where we stayed for several days was Siracusa, also in Sicily – probably one of the most interesting and historic places we visited, and worth a stopover. Water was available at the quay on request. There is also the option of going into the marina at Siracusa, if you need water and electricity.

It is well worth studying the harbour layouts carefully. In Mazara we felt our way through the old harbour filled with numerous fishing boats, avoiding the submerged obstructions, and headed towards the river mouth at the top of the harbour until we almost ran out of water.

Top: Cheap mooring on the harbour wall in Mazara

Above: 11-century Cattedrale del San Salvatore, Mazara

Above right: One pilot book, other maps on iPad



We nudged into a space on the harbour wall between local boats, and therefore avoided the charges for the visitors' pontoon at the entrance to the harbour (see photo above).

We did not need water or electricity, and had the bonus of being moored opposite a marine shop where we enquired about buying diesel. Apparently the existing fuelling station was now silted up



and too shallow for larger yachts to use, so instead they lent us their jerry cans and fetched the diesel in their car for us! Mazara also turned out to be a real find in terms of a historical town to walk around and explore.

Self-sufficiency on board

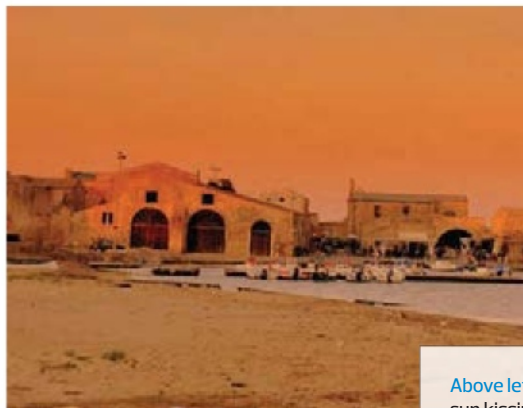
We are pretty self-sufficient on *Fandancer* and have never needed to 'plug in' as soon as we arrive

somewhere. We do not use 240v electric appliances on board and find we are able to maintain battery charge sufficiently for our equipment. We have a small inverter to charge the laptop, and our Avtex LED TV/DVD player runs off 12v, as do the cabin fans. We charge mobile phones and the iPad via 12v sockets. The change to economical LED lighting throughout the boat has also reduced the need for shore power.

Our top-loading fridge is undoubtedly the main culprit in terms of gobbling up battery power. With this in mind, when re-fitting *Fandancer* we spent time and money installing an efficient, keel-cooled fridge with good insulation. We also installed two solar panels on the wheelhouse roof. Roughly speaking, the output from these panels in the Med sunshine just about balances the demands of the fridge. The installation of a 'smart' charger also paid dividends; on days when we were not motoring, running the engine for just an hour was usually sufficient to top the batteries up.

Goodbye to a bike

The daily charges at marinas can vary greatly, and they are not always in proportion to what is on offer. They will also depend on the length and



Above left: Soft sun kissing the quay at La Balata



Above right: Low tide exposes deadly rocks

beam of your boat, and the time of year. We travelled in May and June, not high season, and would have expected to pay almost double if we had travelled in July and August. One excellent marina was at Arbatax, Sardinia, which charged us just €12, including water. This was our departure point for the crossing to Sicily, so we made sure we had plenty of fuel, water and provisions.

This was the place where I had to say goodbye to my old, but trusty ladies' bicycle; we had carried it on deck from the UK and used it extensively in France. But now we just didn't have the space for a large bike and were using it less and less, so it had to go.

The marina at Marzamemi on Sicily was similar in some ways to Arbatax, in that it was modern and well organised, with free Wi-Fi, but here we paid €40 per night. There was nowhere nearby to buy provisions, so we walked to the next village at La Balata.

Each evening it was extremely busy, with people out for a stroll, visiting the little craft shops, or eating in the numerous restaurants. There were also street entertainers for the children and music on an outside stage in the town square. It was an attractive and lively place and we liked it very much. However, we could not find a single market, fruit shop or bakery – just a fruit wagon selling local tomatoes and melons! Next day, we found ourselves walking 3km to the next town of Pacino to buy supplies... if only I hadn't left that bike behind!

Before reaching Marzamemi we anchored on two separate evenings at Empedocle and Pozzallo. There are

Cost cutting

Top 5 tips for keeping costs down when Med cruising

1. Have a well insulated, efficient fridge that does not require shore power
2. Invest in a 'smart' charging system to avoid running the engine for lengthy periods when recharging batteries
3. Convert all boat lighting to low-energy LEDs, from nav lights to cabin lights
4. Be able to do your own repairs and maintenance as much as possible to avoid expensive labour costs
5. Avoid expensive marina charges by using a town quay. You may also find that these sites have free water available – just ask the locals for advice

only limited places to stop for the night along the south coast of Sicily, and we could have gone into the marina or alongside the harbour wall at either location, but as the weather was favourable and we didn't need to go ashore, we chose to anchor. This is the best way to experience a wonderfully calm evening on board, and also the beautiful sunrise in this part of the Mediterranean.

No charts required

When we left Port St Louis to sail to Greece, our main form of navigation aid was the Navionics app on the iPad. We did not carry any paper charts, and did not feel this was reckless or foolhardy. However, we did carry an up-to-date copy of a pilot book, covering each area we visited.

We have a basic GPS plotter, which shows us direction and distance to our waypoint, but we use the iPad



FANDANCER

Northstar 40 ketch
designed by
Sparkman & Stevens

LOA: 40ft (12.2m)

Beam: 13ft 4in (4.1m)

Draught: 4ft 9in (1.4m)

Engine: Beta 60hp

Built: Ontario 1973

GET IN TOUCH What are your top tips for Med sailing?



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Clockwise from top left: The old tuna factory at Favignana, now a museum; Fandancer under full sail; time to stock up on provisions at Toulon market; the lighthouse at Olbia; Georgie making use of the swim platform





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extensively for pilotage, particularly when coming into a harbour. We are able to locate our position at all times, along with our track and heading, and can use the information provided on screen to make course changes if necessary. We have found the charts of the Mediterranean within the Navionics app to be reliable and detailed enough for our purposes, and only very occasionally have we found some of the soundings to be slightly out, perhaps due to coastal erosion or silting.

An example of this was when we approached the marina at Roccella Ionica on the 'toe' of Italy, where we arrived early one morning after our

'After the long passage, the sight of a golden beach was very welcome'

95-mile crossing from Siracusa on Sicily. We had read that the marina entrance was very shallow in parts due to silting, and planned our



approach carefully to make use of the deepest water outside the harbour. However, we found that a large sand bar had now appeared on the starboard side and in the entrance channel itself. This was not indicated on the electronic chart. As the port side was also very shallow, we very cautiously entered the marina and were glad our draught was only 1.4m. Later, I added a note on the Navionics chart and uploaded it to the Community Layer, allowing other users to read this information.

Roccella marina is now finished and they charge a flat fee of €20 per night. There is a café/restaurant on site, as well as a small supermarket, gift shop and bikes for hire. We have seen several unfinished marina



projects, particularly in other parts of Greece. There is usually no water or electricity provided, and the town may or may not impose charges to moor there. It is likely that many of these marinas, which could offer shelter and facilities to cruisers, may eventually become derelict.

Finally, we reached our last Italian harbour, the small town of Le Castella, where we moored alongside the quay and paid €25 for the night. The town was quiet, but there were several restaurants, mini markets, and a beachside castle to explore.

The next morning we left at 9am for the 120nm sail to Corfu. On making landfall at Kassiope on 14 June, we had achieved our ambition to sail *Fandancer* to Greece. We had travelled more than 1,000 miles from the south of France, spent €750 on diesel (more than half our passages involved the engine) but only €350 on mooring fees.

Now the next part of our adventure would begin, and we would become full-time liveaboards in Greece. The whole summer was ahead of us, but that's another story...

Top: The rocky heights of Sciacca, one of the oldest towns in Sicily

Above right: Tim at the helm

Above: Stunning Piazza Duomo, Siracusa, Sicily



ABOUT THE AUTHORS

Georgie Moon had never sailed at all until the age of 40. She and husband Tim bought *Fandancer* in 2010, and have been heading southeast ever since.



can smell the land, a rich moist smell of black soil and tropical forest overlaid with hints of wood smoke. There are a few lights around the shore, but nothing that is going to make a significant contribution to light pollution in this part of the world. The Marquesas feel like the uttermost part of the world and, in many ways, they are.

These islands are savage places – mountains plunge into the sea without much in the way of coastal flats. Settlements perch precariously around the edges. Waterfalls tumble down hundreds of feet to the sea and the whole lot is covered by thick jungle. Fancy climbing up to a ridge? Then prepare for a hot and exhausting trek to the top.

The islands are historically imbued with the aura of a tropical paradise; of sensuality and sex; a lazy life enjoyed by the locals; a place where you plucked fish out of the sea and



MARQUESAS Nuka Hiva

Tired of the rat race? Head to the South Pacific where **Rod Heikell** discovers a world of serene simplicity

fruit off the trees; a place where Rousseau's noble savage existed on South Sea islands. You can understand why early visitors saw the Marquesas as paradise.

Like any Garden of Eden there is a snake, and in the Marquesas that was cannibalism. Herman Melville, of *Moby-Dick* fame, described his sojourn to the islands in *Typee*, his first book, and introduced the world to bare-breasted *wahines* (women) and cannibalism.

After Melville, it is Gauguin and his canvasses that shape our ideas of the Marquesas. He lived in Atuona for years, in the embrace of this or that *wahine*, and produced the paintings whose colour and brushstrokes bleed sunlight and sensuality. Life on the islands is still simple: there are fish to be caught and vegetables to cultivate. Fruit trees are owned by families who take what they need. A few pigs are kept and

MARQUESAS (TAIOHAE): 08° 56' .47S, 140° 05' .90W



Taiohae on Nuka Hiva sits in an ancient volcanic crater. Piercing, jungle-capped peaks dominate the skyline – and dwarf *Skylax*!

sometimes a few cows. If the supply ship doesn't come in, the shelves might run short of goods from Europe or Australasia, but no-one is going to starve.

Getting there

From Galapagos you will likely encounter the southeast trades at around 15-20 knots. We had 20 knots on the quarter for nearly a week at the end of May, which made for a fast passage in the first week with six, 180-mile days. I still have to check the log for proof we averaged 7 knots – and that's in locked down, passage-making mode. I put it down to *Skylax* with us just hanging on and keeping ourselves fed and watered, while the girl picked up her skirts and scampered across the Pacific.

Anchorage

Yachts generally head for Atuona on Hiva Oa, or Taiohae on Nuka Hiva.

Taiohae is easier with a lot more room to anchor and better facilities ashore. Its drawback is that you will be beating into fairly big seas back down through the group, though the passages to other islands are not really too long. While shelter is generally good in most of the anchorages, and you will be anchoring most of the time, the trades often send in some swell and

Ashore

Most provisions arrive on the supply ship from Papeete and the islands often start to run short. At Taiohae, there are two small market gardens and a pick-up with fresh produce will come down to the waterfront at around 0700hrs. Fruit can often be found in little stalls and some of the shops. Meat will often be frozen, while fish is fresh on the quay, but will often be reserved for the hotels and restaurants.

Bread is baked most days, but arrive early or all you get is the lingering smell and the sight of empty shelves!

Life is simple ashore and while there are a few restaurants and snack bars around, for the most part you make your own fun. Getting around is either by shanks' pony or stick your thumb out for a lift from a local squeezed into a car with the kids and mama, or one of the striking tattooed warriors now driving a Toyota Hi-Lux.

Formalities

You must clear in at the gendarmerie at your first port. Some yachts will make landfall on Fatu Hiva before going to Atuona, but if the patrol boat arrives and you haven't cleared in, a fine will be levied.

Anyone from an EU country will not have to pay a bond – just the cost of a stamp for the form to go to Papeete. But non-EU nationals must pay a bond equivalent to a plane ticket to their resident country, or show a return ticket. Bonds will be returned in Papeete or Raiatea, Huahine or Bora Bora. Once you have cleared in you will need to check in with the clearance station in Papeete and finish formalities. This is a quick and friendly process.

Tell us about your own favourite port or anchorage



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editor@sailingtoday.co.uk

it is common practice to anchor fore and aft to keep the bows into the swell. There is plenty of good holding on mud or sand.

NEXT MONTH Rod visits Vava'u, near Tonga. See more of his photos online at www.sailingtoday.co.uk



GULL'S EYE AMBLE MARINA

Sam Jefferson explores one of the east coast's best-kept secrets

The Northeast of England is a cruising ground often overlooked by yachtsmen. This is a blessing for those in the know, as it has a great deal to offer the discerning cruiser: golden beaches, miles of pristine coastline and best of all, a range of quaint, unspoilt harbours. Despite these assets, there is barely a sniff of the kind of overcrowding you experience in many other places around the UK; drop your anchor in a spectacular location and the

chances are you will be untroubled by other yachts. Along the coast, ancient tumbledown castles provide a dramatic backdrop for cruising, while offshore, the Farne Islands provide a number of beautiful anchorages amid a riot of wildlife, including puffins and seals. Yet, even above this wealth of beauty, perhaps the greatest feature of this lovely stretch of coastline is the many miles of white sand beaches that fringe these shores, ensuring that any cruiser prepared to take a road less travelled is amply rewarded.

Main: The bay in which the marina sits offers ample protection from the wind



RUN ASHORE

The northeast of England is famous for uncomplicated dining and fine ales. Amble is no exception and there is a range of fine pubs offering good grub. The Wellwood Arms has a good reputation for just this, though there are many other options available. For the finest local pub experience, it's best to get in a boat and sail to Beadnell Bay and anchor off Low Newton. A row ashore takes you to a sandy beach with The Ship Inn just a few hundred yards away. Here you can enjoy local food and a pint from the pub's microbrewery.

The Northumberland coast is a great place to go if you enjoy a good walk. The coastal path is regularly broken up by stunning white-sand beaches and peppered with the ruins of many fortresses. The ancient monastery and the castles of Dunstanburgh, Bamburgh and Warkworth are all within striking distance of the coastal path. The pretty town of Alnmouth is also a great stopover for walking the coastal path and is only an hour's amble from Amble.

Local berth holder

Allen Brunton — Sigma 41, Medmerry



Allen Brunton is in an excellent position to give the lowdown

on Amble Marina because he owned it for many years. "I like the south coast, but I found it was getting too crowded," he explained: "Here you have all the same positive stuff, but without that one problem." Now retired from marina ownership, he continues to

cruise his Sigma 41, and has used Amble as a springboard for trips along the coast and to Norway. He is also active in the lively, but relaxed, racing scene. "Racing is very laid back here; everyone is good humoured and, provided I win, everyone remains that way!" he says.

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.



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GULL'S EYE

AMBLE MARINA

55° 20' .04N, 001° 34' .1W

Shallow entrance

The shallows in the harbour entrance tend to shift, but the deepest water is generally on the south side close to the harbour wall



SCAN HERE OR SEE OUR WEBSITE
FOR AMBLE MARINA VIDEO GUIDE

River mooring

The Coquet Yacht Club are the people to contact to request a river mooring if the harbour is full – which it almost never is, apparently

Coquet Island

Although possible, it's not recommended to cut inshore of Coquet island (right) as there are various high-risk shallows



FACTFILE AMBLE MARINA

Contact: +44 (0)1665 712168
www.amble.co.uk

Berths: 290, with 40 dedicated visitor berths

Facilities: Wi-Fi, electricity, fuel, shower, laundry, lift out, yacht club

Tides: Dover +0412

VHF: Channel 80

Costs: From £2.50/m per day

PASSAGE PLANNING

AMBLE MARINA: 55° 20' .04N, 001° 34' .1W

The northeast coast of England is vulnerable to heavy swells, which develop in the North Sea. Amble is no exception and the approach to the harbour can be tricky if the tide is low, the wind onshore or a heavy swell running. There is a depth of 0.5m at the entrance to the harbour, so give yourself plenty of tide before heading in. As an indication, about four hours either side of high tide is fine for a vessel drawing 1.5m, but play it safe if a big swell is running.

Approaching from the south, the daring may cut inside Coquet Island. This narrow channel (with depths of

2m in parts) is poorly marked. This passage is not recommended for

'The daring may cut inside Coquet Island'

the newcomer. At best, attempt in daylight, fine conditions and with sufficient water under the keel.

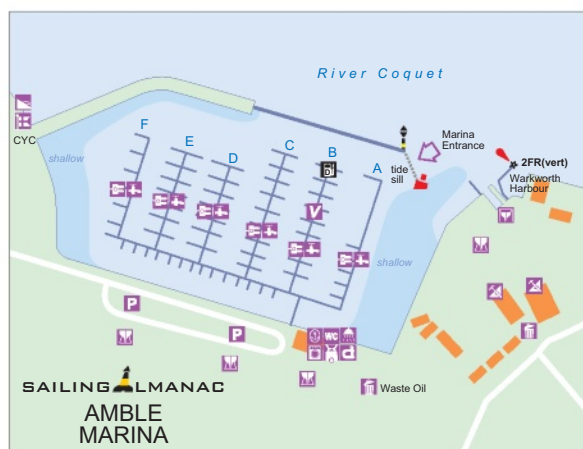
Next is the shallow Pan Bush area. If you can see the sea breaking here, the entrance to the harbour is probably unsafe. If approaching having passed between Coquet Island and the shore, it is simply a matter of locating the can buoy marking the end of the outfall and lining this up with the end of the North pier.

Approaching from the north, things are simpler. Coming from this

direction, the lighthouses marking the end of both piers should bear SSW. By keeping these two lights in transit, you can steer clear of the Pan Bush shallows. This method can also be employed coming from the south if you take the prudent step of heading outside Coquet Island.

Warkworth Harbour is unsurprisingly located between these two piers, so you need to pass between them. The northern light tower is a latticework structure and the southern one is red and white. The shallows in the harbour entrance tend to shift, but the deepest water is generally on the south side close to the harbour wall. Once inside, Amble is located to port. A good depth of water is kept in the marina by a cill and the depth over this is shown on

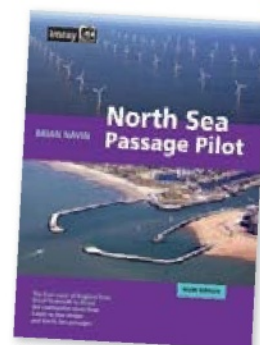
Above: The entrance is marked by two lights on the piers

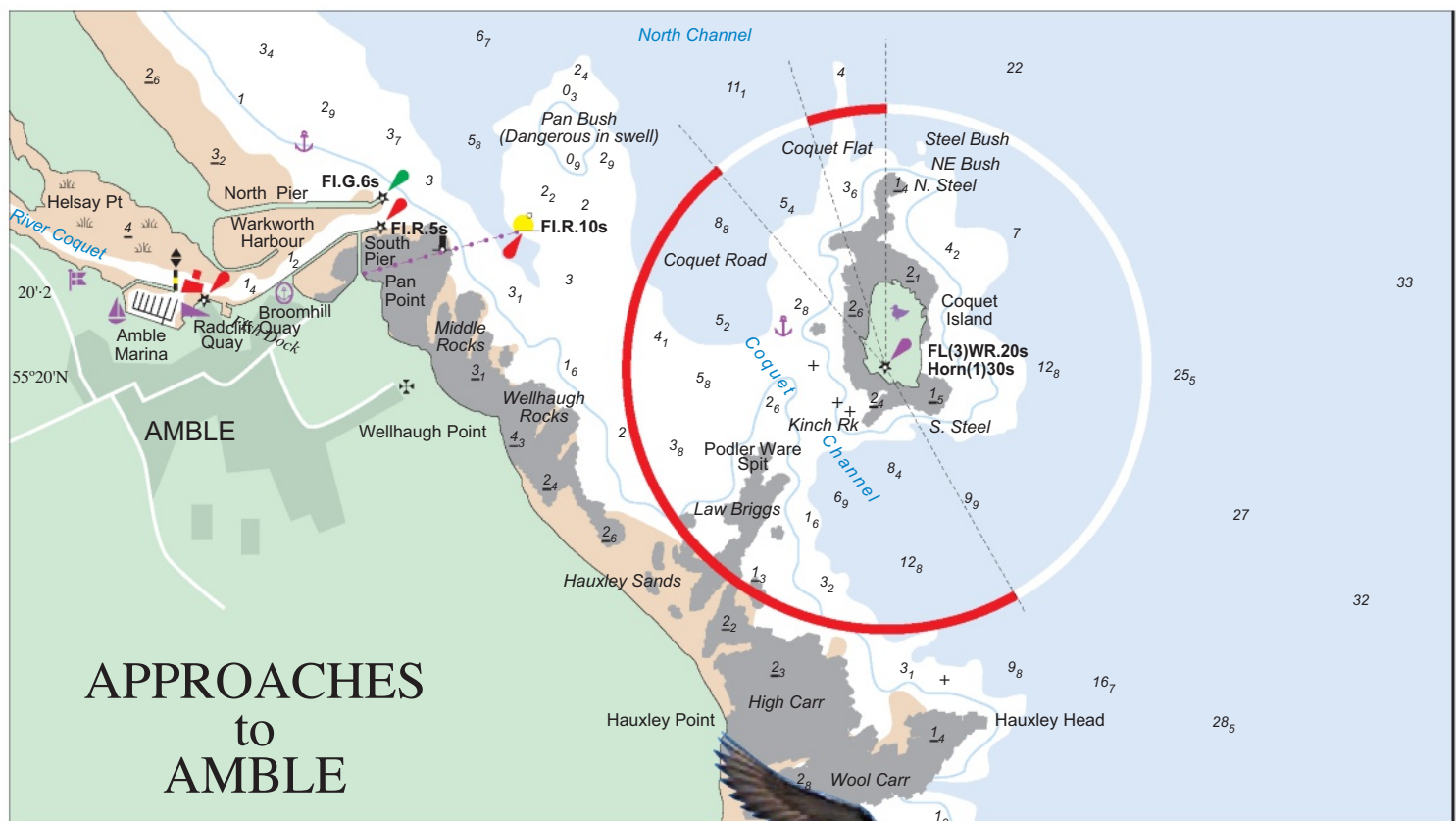


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APPROACHES to AMBLE

CRUISING GROUNDS

The stretch of coastline between Amble and Berwick-upon-Tweed is designated as an Area of Outstanding Natural Beauty (AONB) and Amble is the ideal starting point to explore this beautiful stretch of coastline. For short trips, a big favourite is Low Newton, located in Beadnell Bay, only a couple of hours' sail from Amble with a secure anchorage and stunning views across to the ruins of Dunstanburgh Castle. Another quick trip is to sail to Coquet Island, anchor off for lunch and enjoy the wildlife on show.

The rugged Farne islands, just off the coast, are a haven for seabirds and wildlife of all kinds and are about three hours sail from Amble. There is also a great sheltered anchorage at The Kettle, right in the middle of the island group. Here, you can overnight in all but the most extreme conditions, and land on Inner Farne if you fancy a wander ashore.

the tide gauge at the entrance. For a yacht drawing 1.5m, there should be sufficient depth between three and four hours either side of High Water. Visitors are more than welcome and the berths are located on pontoon 'B', as is the fuel dock.

Alternative berth

If the marina is full – and I'm assured it never is – or you fancy solitude, it is possible to contact Coquet Yacht Club and enquire whether they have any river moorings available, although these can be subject to the length and draught of your yacht. If you are looking for an alternative marina berth close by, then Blyth Harbour has some pontoons available. Blyth is

Below: Warkworth Castle can just be made out in the background lying north of Amble



GRAEME PEACOCK

Costs

VISITOR BERTHING CHARGES

Mooring	Summer
Daily	£2.50 /m
Weekly	£12.50/m
Monthly	£44/m

Maximum length = 25m

far more industrial than Amble, but offers a good rate to visitors and is still within touching distance of the Farne Islands and all those glorious beaches.

You need to contact the Royal Northumberland Yacht Club in order to book a berth, so go to www.rnyc.org.uk.

The other alternative is Newcastle, which has Royal Quays Marina (www.quaymarinas.com) and St Peter's Marina (www.stpetersmarina.co.uk). Both of these benefit from being tidal marinas and St Peter's Marina is situated right in the heart of Newcastle and its lively nightlife. This can be seen as a blessing or a curse depending on your frame of mind at the time.

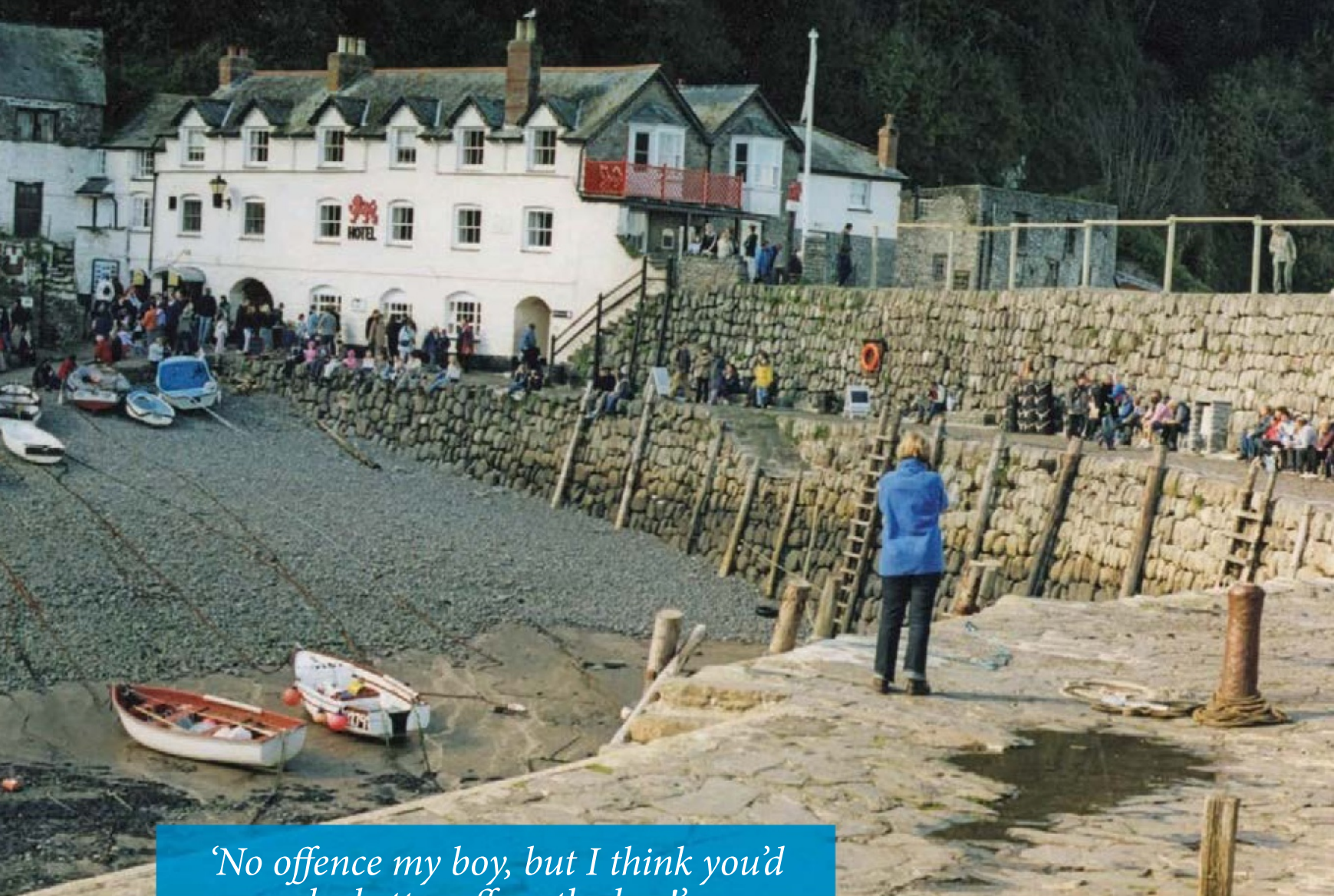


CRUISING

LEAP OF FAITH

The Bristol Channel flatty is not your quintessential coastal cruiser, but that didn't stop *Tony James* setting sail on an epic jaunt from Watchet to Newquay





'No offence my boy, but I think you'd be better off on the bus!'

The harbourmaster came straight to the point. "Remember this, my lad. In the Bristol Channel, Davy Jones never sleeps." Then he added for good measure: "Out there, you're not drowned – you're murdered!"

It's 30 years since Tommy Ley, harbourmaster of the tiny Somerset port of Watchet, told me what I could expect from the Bristol Channel and it was a bit of a culture shock after years on the south coast. Unruly waves, massive tides and water the colour and consistency of latte espresso took some getting used to.

Not surprisingly, many yachtsmen have given the Bristol Channel a wide berth and that's a shame. Three decades on, I wouldn't sail from anywhere else.

So what's the problem? First, remember that sailing into the Bristol

Channel is like entering a rock-bound funnel. Its mouth is 50-miles wide and what are usually lee-shores run eastwards for 100 miles, narrowing until they meet the River Severn.

This convergence of sea and river can kick up vicious seas but it's the

All right, Jack?

We built *Yankee Jack* in 1997 as a replica of the Bristol Channel flatners (or flatties) evolved over four centuries as farmers' and fishermen's workhorse dories.

The flatty fleet of more than 100 disappeared after World War One and *Yankee Jack* was probably the first to be built for a century. The basic sprit rig on a 13ft (4m) mast (like a tiny Thames barge) is simple to set and handle, and surprisingly quick on and off the wind. Traditional solid-elm hull and oak rudder, thwarts and daggerboard were replaced with laminates for lightness.

Why *Yankee Jack*? He was a local sailor and shanty-singer, who sailed a trading ketch around the SW coast.

tides of up to 40 feet (12m) – the world's highest after Canada's Bay of Fundy – that are the main concern. They can reach six knots, which shifts sandbanks, creates overfalls and swirling eddies, and the shallow channel brings shoaling water and short choppy seas.

Even tucking away from the tide in some cosy nook, on two anchors with a good scope of chain, can have problems for the unwary. The massive rise and fall means that while you may have, say 30ft (9m) under the keel when anchoring at High Water, you could be aground six hours later.

The vast tidal range also means that the entrances to all Somerset and North Devon harbours dry out, making it impossible to seek refuge for about eight hours out of 12. Once you're out, you're out, mate...

So why does anyone sail there? Mainly because it's the place that time seems to have forgotten. Stunning anchorages, breathtaking



Entrance to the timeless village of Clovelly in Devon

looking down like sentries from the crags of the Valley of the Rocks. If you want the solitary sailing of past decades, this is where you'll find it.

Yankee Jack goes cruising

I took *Yankee Jack*, a 19ft (5.8m) open sprit-rigged Bristol Channel flatner, on a summer cruise with my mate Wilberforce down-channel and found the years don't dim the pleasure of this largely secret and very special coast.

The channel cruise – the first part of a lunatic, 40-port jaunt around the south-west peninsular mostly under sail and oar – started from *Yankee Jack*'s home port of Watchet. There's been a harbour here for 1,000 years and, after the commercial port closed in 2001, half of it has become Somerset's only retained-water, 150-boat marina. It's a lively little place and the sailors' club keeps winning CAMRA awards...

Access to Watchet is pretty straightforward, but watch out for a strong set across the entrance. The tidal gate is open two hours either side of High Water and you can contact the marina on VHF Ch80 and they'll make you very welcome.

Yankee Jack scuttled down to Minehead on the ebb to the pretty harbour that's cosily protected from everywhere but the north-east by high walls and wooded cliffs.

We spotted former harbourmaster Stan Rawle. He used to trade in the ketch *Emma Louise* and I told him how far we hoped to sail and asked what he thought. There was a long pause: "No offence my boy, but I think you'd be better on the bus!"

Minehead visitors can either take the ground on eight red buoys or


Taming those Channel tides

- ▶ Ride with the tide. Plan passages in legs rather than mileage. When running out of favourable stream, stop somewhere safe to moor or anchor.
- ▶ The speed of tidal current can vary from that shown on a chart. A wind blowing for a day or two can create a current about two per cent of wind speed.
- ▶ Inshore streams often turn around headlands some time before the main tide, so you can gain advantage by standing inshore at the end of a foul tide and offshore at the end of a fair one.
- ▶ Tides speed up around races like Hartland, the Foreland and Trevoise Head, and the wind often becomes noticeably stronger due to opposition of wind and tide.
- ▶ Avoid fighting a foul tide, particularly during the middle three hours. On the other hand, a fair tide, particularly at springs, can double your passage speed.
- ▶ An invaluable guide to the Channel's tides, and everything else, is *The Blue Book*, a pilotage handbook produced by the Bristol Channel YA (www.bcya.org.uk) and regularly updated.

GET IN TOUCH Do you have a favourite spot along the Devon and Cornwall coast?

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 editor@sailingtoday.co.uk

lean against the wall with the harbourmaster's advice.

Going into Porlock Weir five miles down-channel, can be dodgy.

I pointed the boat at two slender bean-sticks marking a dip in the shingle bank and Wilberforce closed his eyes. A north-easterly swell and rising tide did the rest. Seconds later we were over the bank in a flurry of foam and into what looked like a waterlogged village green.

It's a picture-postcard village with two smashing pubs, The Ship and the Anchor, and a 14th-century harbour. A retained water pool accommodates about a dozen shoal-draught yachts and the adjoining drying dock will take another 30 vessels.

Approaching from the east, enchanting Lynmouth, the first

beauty and, most of all, solitude. Plus, where else in the south-west can you anchor alone on a fine night in a tiny deserted cove and be rocked silently to sleep under the stars?

Seeing the Exmoor coast from the sea is also something you'll never forget... ghosting past the high Wagnerian cliffs from Porlock to the Foreland lighthouse... brewing tea as cat's paws dapple the water... goats

Below left: The protected harbour at Minehead, which dries to clean sand

Below middle: Fitting new plywood sides to *Yankee Jack*

Below right: Lynmouth – where Exmoor meets the sea



harbour in Devon, is hidden by the 700ft (213m) headland of Foreland Point, its lighthouse guarding the two-mile long Foreland Ledge. A strong ebb produced violent overfalls, which kept us busy until we reached the shelter of the shoaling Sand Ridge and rowed into the River Lyn in which the harbour lies.

The entrance is narrow with a nasty surge, but we shot in unscathed and found one of 30 drying moorings and wrung the water from our socks. If you have time, take a ride on the spectacular Victorian water-powered cliff railway linking Lynmouth with its sister village Lynton.

From fish to fine cruising

Ilfracombe's harbour is the jewel of this bustling seaside resort with an award-winning yacht club (great lamb chops) and an obliging harbourmaster who settled us in a cosy corner of the drying six-acre inner harbour. The deep rock-bound inlet is secure from anything but a north-east gale and the outer harbour can be entered at any state of the tide. Anchor fore and aft and, if staying overnight, prepare for a bumpy ride if there's any north in the wind and watch out for the arrival of the Lundy ferry.

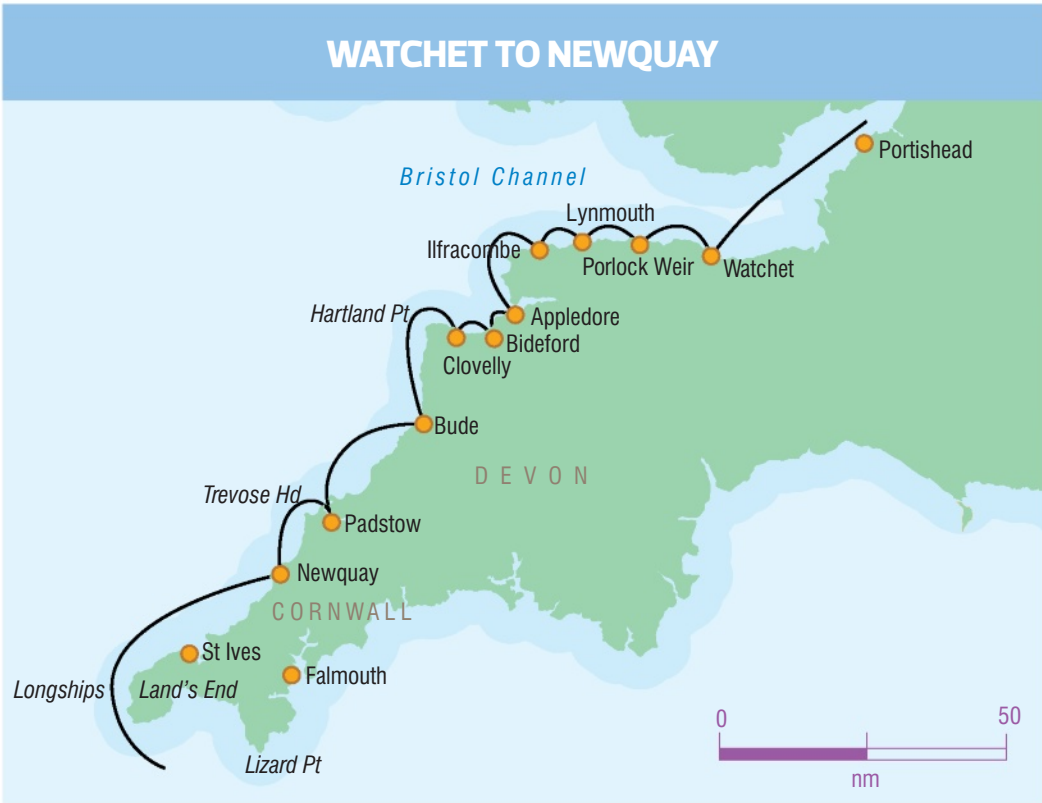
Ilfracombe was once the herring capital of the Bristol Channel, but the silver darlings haven't been around



YANKEE JACK

Bristol Channel flatner, 1997

LOA:	19ft (5.8m)
Beam:	5ft 6in (1.7m)
Draught up/down:	6in/3ft 6in (0.2m/1.1m)
Weight:	1,120lb (508kg)
Total sail area:	88sqft (8.2m²)



much lately, although you can still get them pickled in sherry vinegar in the artist Damien Hirst's swanky bar and restaurant, the Quay.

The Taw-Torridge estuary on the other side of the Bideford bar is a cruise in itself, encompassing the historic ports of Appledore, Bideford, Velator and Barnstaple, plus the meandering rivers to the forgotten port of Great Torridge where the skeletons of stone-barges lie.

Rowing up the Torridge, through Bideford's 15th-century, 24-arch bridge, we came across a hazard not mentioned in the pilot books. Emerging through the central arch, Wilberforce was showered with airgun pellets. We never discovered the reason for the artillery fire. As far as I knew he hadn't upset anyone since leaving Appledore.

Steps back in time

The village of Clovelly looks unreal from the sea. A private fishing village of about 100 cottages built on a near-vertical slope about 600 years ago, no one has been allowed to change it since. No wheeled vehicles are allowed and groceries and other essentials are slid up and down the cobbles on what look like enormous tea-trays pulled by donkeys.

'groceries are slid up and down the cobbles on what look like enormous tea-trays'

PILOTS
Bristol Channel and the River Severn
Cruising Guide: Peter Cumberlidge, Imray, 1st ed
Hidden Harbours of Southwest Britain, Dag Pike, Imray, 1st ed
TIDES
The Blue Book, Bristol Channel Yachting Association, 2013
CHARTS
Imray – 2600 folio, Admiralty – SC5608, 1149, 1156, 1164, 1165

For centuries, herrings were the lifeblood of Clovelly – it had a fleet of more than 80 boats – but now only harbourmaster Stephen Perham fishes in the traditional way from a 17ft (5.2m) sailing lugger. Clovelly is partially sheltered from the prevailing westerlies, but onshore winds can raise a swell and approach is best made from the north-east near High Water.

Wilberforce had looked forward to arriving in Bude. He had heard that boats in the harbour were fitted with wheels, which struck him as a sensible idea. He was talking about

Harbourmasters

Watchet:	01984 631264
Minehead:	01643 702566
Lynmouth:	01271 865422
Ilfracombe:	01271 862108
Clovelly:	01237 431549
Bude:	01288 353111
Padstow:	01841 532239
Newquay:	01637 872809



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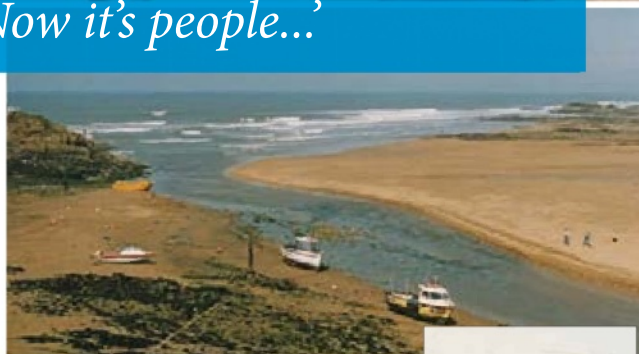


'Newquay once relied on pilchards for a living. Now it's people...'

tub-boats, crude amphibious craft that carried sand inland.

Bude is not for the faint-hearted. The harbour begins a quarter-mile inland behind the massive lock-gates of the Bude Canal. You can lock into the canal when the water is 18ft (5.5m) and there's a busy basin with pubs and restaurants.

Technically we're almost out of the Bristol Channel now, but let's not forget Padstow, probably the safest port of refuge on the North Cornish coast, lying two miles up the River Camel, a pretty little holiday town with Rick Stein's famous seafood restaurants and a shipwreck museum for when it rains.



Top: The harbour at Newquay, Cornwall's premier holiday resort

Above: The unspoilt beach at Bude

Above right: Upmarket Padstow and some say the safest port on the north Cornish coast



Yes, there's the Doom Bar (sand bar), where the River Camel joins Padstow Bay, graveyard of more than 600 ships, but stick carefully to the buoyed channel and you should be ok.

Our last port of the Bristol Channel cruise, Newquay, once relied on pilchards for a living. Now it's people – up to 80,000 a week – that makes it Cornwall's largest and loudest holiday resort. But the attractive drying harbour, tucked in the southern corner of the bay, is another world.

The entrance is straightforward, but there's also a reef to the north where waves can become surf and turn the harbour mouth into a maelstrom.

This is just a taste of what's available in the Bristol Channel, but happily

I'm not the only one talking up this fascinating cruising ground. "So long as you respect it, there's no better place to have a boat," says Donald Sutherland, past chairman of the Bristol Channel Yachting Association and a Channel sailor for 30 years. "The glorious sunrises and sunsets, the amazing scenery, the wildlife, birds, porpoises, seals, dolphins... the Channel is a magical place. For me there's nowhere like it."

FAVOURITE PUBS

The Esplanade Club, Watchet

The Ship Inn, Porlock Weir

The Rising Sun, Lynmouth

The Royal Britannia Inn, Ilfracombe

The Red Lion, Clovelly



ABOUT THE AUTHOR

Tony James is an ex-Fleet Street editor now freelance and author of 20 books. He's been sailing for 40 years, usually on gaffers.



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YAMAHA

On test





Speed demon

Looking for a multihull with racing performance, space-age technology and luxury fittings? Then **Duncan Kent** says consider the Catana 42

There is a plethora of new cruising catamarans being built today. Admittedly, the majority are intended for charter, but a large number are also being bought by prospective bluewater cruisers who yearn for the space and pace of a multihull.

Many of these twin-hulled leviathans are produced in France, including the Catana range by Chantier Catana, which has been building cats for the past 30 years and now boasts a range from 42ft (12.8m) to 70ft (21.3m) – even bigger if you want a custom-built yacht.

The new 'baby' of the fleet, the 42, could never be termed small. She has a positively voluminous interior that offers an ideal 'living afloat' platform for the whole family. She is also quite a bit more refined than many of

the more basic cats on the market, primarily built for charter use.

But Catanas aren't just known for their luxury fit-outs – they're also built using the very latest techniques and materials making them strong, light and, consequently, excellent performers under sail. Each is built using vacuum infusion to ensure ultimate control of the materials during construction, and a constant quality of composite throughout.

Catana's design team also use the latest CAD software to enable them to experiment with off-the-wall designs, trying out each innovation in the cyberworld before committing it to the mould. Plain old GRP is a thing of the past – all Catanas are now made using a Twaron (similar to Kevlar) aramid fibre-reinforced composite, with a foam sandwich above the waterline and carbon-fibre for the superstructure.

The result is a clever compromise between revolution and reliability – inspiration and tradition melded together to produce a classically seaworthy, ocean-going vessel with space-age technology hidden beneath its outer skin.

Catanas have two immediately noticeable differences from other

ALL PHOTOS: JOE MCCARTHY

Helming position

Twin helms outboard on the hulls make coming alongside easier, but mean it's impossible to see the opposite hull under way

Hampered helms

1

The helms are positioned outboard on the hulls and offer a good view along the same hull, but it's not possible to see the opposite side of the boat

production cruising cats – daggerboards and negatively-cambered (tilted in at the top), flared hulls with no keels. But they also look good, thanks to the traditional deckline sheer, streamline coachroof and slightly raked, double-headed rig.

All these innovations add up to a vessel that not only looks and feels luxurious, but performs almost as well as a bona fide racing multihull – even upwind!

Acres of space

One of the best aspects of a cat for long-term cruising is the fantastic deck space available for pumping up inflatables, working on equipment, or simply lounging in the sunshine. The Catana 42 is no exception, thanks to her wide decks and sturdy trampoline. Deck stowage is very good, especially in the large foredeck lockers, which also house the electric windlass and anchor rode.

She has a very spacious cockpit with a large table and ample seating for six. It is kept clear of obstructions by positioning the twin helms outboard on the hulls. Although these make coming alongside easier, it's impossible to see the opposite hull under way, which is disconcerting. It also leaves you very open to the weather, unless you steer from inside using the autopilot.

Furthermore, the position of the helms also blocks your passage to the side decks from the cockpit, forcing you to climb over the seatbacks. Personally, instead of the fold-out 'armchair' built into the starboard cockpit bench, I would prefer to see walk-throughs each side that could be folded down to act as extra seating at anchor.

On the flip side, a really nice feature is the self-launching liferaft, housed in a purpose-built locker in the cockpit sole and launched into the sea between the two hulls by

simply releasing the bottom of the compartment.

The halyards and mainsheet are led to a central winching position at the stern, between the two helms. While this might be handy for keeping the lines tidy (there are deep rope bins each side), without a see-through panel in the optional GRP bimini (a £17,925 option) you can't see the mainsail when hoisting or trimming – making it a two-man job getting the mainsail set.

She is designed primarily as a fractional sloop, but with the popular option of a second forestay. The standard stay terminates on the deck beam and carries a 120 per cent working genoa. The outer stay is for

'The daggerboards add a little extra faff when tacking, but they make a huge difference to her upwind performance'

a gennaker and terminates at the end of a short bowsprit. Both sport furlers, with sheets and furling lines led aft to winches by the helms.

Her daggerboards are a rare feature on modern cruising cats. Although they add a little extra faff when



Cover up

3

The solid bimini option gives good protection from the sun and weather, but has no hatches or viewing panels to enable you to see the mainsail when hoisting or trimming it

Faster, faster

2

The deep daggerboards transform her windward performance, but can be withdrawn for downwind sailing to reduce drag



tacking, they make a huge difference to her upwind performance, allowing her to point some 38° to 40° off the apparent wind, rather than the more common 50°+. For downwind sailing they offer the option of lifting both halfway to reduce wetted surface drag for extra speed. Also, in very heavy seas lifting them up completely means her flat-bottomed hulls will simply skid sideways when beam-on to large waves, rather than trip over their keels as others might.

Easy sailing

We had a balmy September day for testing her, with light SSW winds blowing around 12 knots true. Her large, flat-topped mainsail is the main power source and, with just the main hoisted, we were soon slicing through the Solent at 6+ knots. Once we unfurled the working headsail she steadied herself and happily got 'into the groove' – something which you don't often feel with a cat.

Dropping the leeward daggerboard gives her a substantial lift to windward, so our tightest pointing

angle was 39° off the apparent wind, where she made 6.2 knots. At 50° this increased to 7.2 knots, becoming 7.4 knots on a beam reach. Changing to the gennaker gave us almost a 20 per cent speed increase with no adverse change in directional stability or balance, and she was able to hold this sail right up to 65° off the apparent wind without stalling.

Off the wind, the larger headsail boosted us to 9+ knots with 14 knots of true wind on our quarter. With both boards down a tad she tracks straight – even dead downwind.

Under power we cruised at 6.8 knots at 2,000rpm, although our test boat had the optional (and larger) 40hp engines and three-bladed folding props. Flat-out we were making just over 9 knots, but I'm not convinced the extra 10hp is really worth it as little additional speed was attained between 2,800-3,500rpm. A separate throttle lever each side makes docking much easier.

Access to the engines is superb, with plenty of room around them for maintenance.

Deck-level living

Access to her interior is through a sliding glass door from the cockpit, which also lets a lot of light inside. The deck saloon is bright, cheerful and airy, thanks in part to the light maple joinery, and offers excellent all-round visibility. There are two versions made – 'Owner' or 'Family' – and they have quite different



Flower power

The hulls are sculpted and flared – 'tulip-shaped' according to the makers – which gives them lift upwind, but very low drag downwind



Food friendly

This model has a very well equipped, aft-facing galley with a sliding window out into the cockpit, allowing the cook to socialise while preparing the dinner

Table manners

The table will seat six for eating, but why the extraordinary seven-sided shape? You'd need a couple of loose seats as well if you're having guests

interior layouts. The former, our test boat, has three double cabins with one small and one large heads, a single stairway to the port-side owner's suite, a massive nav station in the saloon and a good size aft-facing galley. Whereas the Family model has an extra cabin in the port forepeak, two stairwells each side and two, equal-sized heads compartments. This version has the galley facing forward, replacing the

large navigation station, and a small chart table where the galley is in the Owner's boat. In my opinion the Owner's layout is by far the best for bluewater cruising.

The saloon seating and table is the same for both, with the oddly-shaped (seven-sided) table able to drop down to form an extra berth if needed. To avoid cinema-style dining (all seated to one side) you'll need a couple of extra seats.

High-tech nav

The nav station on the Owner's version is excellent – large, well-appointed and with panoramic views all round. On the Family version, the galley and nav station are swapped.



For video of the test, scan the QR code with a smartphone or see www.sailingtoday.co.uk

The build quality below decks, though fairly typically production budget style, is actually above average. It's quite a step up to bunk level and the aft berths (6ft 6in/2m long x 5ft 6in/1.7m wide) are less 'snug' than those in the forepeak (6ft 10in/2.1m long x 4ft 4in/1.3m wide). The Owner's model also has extra stowage shelves and lockers in the port hull, along with a vanity unit and seat.

DUNCAN'S VERDICT

I'm slowly becoming drawn towards catamarans for cruising, despite still not quite liking the 'feel' of them when going upwind. I've now tried most of the French-built production models and I have to say that the Catanas appear to have the best performance under sail – thanks largely to their daggerboards and sculpted hulls.

The 42 feels a little compressed, as if they've tried to squeeze too much into a small space, and the cabins tend to be somewhat utilitarian. I'm not saying they aren't comfy, roomy and bright – it's just that climbing 3ft up to slide into them feels like clambering into a bunk on a ferry.

Saying that, the Owner's model has a great heads in the entire port forepeak and a really well-appointed deck saloon, a top priority for living aboard.

SAILING ABILITY: ★★★★★

COMFORT: ★★★★★

BLUEWATER: ★★★★★

THE SPEC

PRICE FROM £375,000 (€1 = £0.84)

SAILAWAY PRICE FROM £425,000

LOA: 41ft 3in (12.6m)

LWL: 40ft 7in (12.4m)

Beam: 22ft 7in (6.9m)

Draught: (Boards up): 2ft 7in (0.8m)
(Boards down): 8ft 10in (2.7m)

Displacement: 19,580lb (8,900kg)

Upwind sail area (main/genoa):
1,206sqft (112m²)

Fuel: 95gal (432ltr)

Water: 148gal (673ltr)

Berths: 6 or 8

Engine: 2 x 30hp Volvo D1-30

Power train: Sail drives with fixed 2-blade props (3-blade optional)

Designer: Christoph Barreau

Builder: Catana Catamarans

UK supplier: Robert Underwood
Multihulls 01621 784199 www.rumulti.com

PERFORMANCE

Sail area/Displ ratio: 26.6

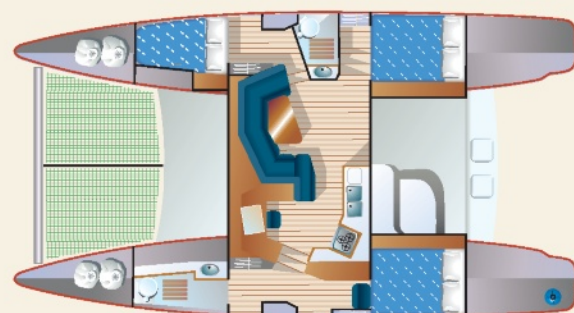


Weight



Speed

For a fuller explanation of stability and performance figures see www.sailingtoday.co.uk



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www.broadblue.com



LAGOON 421

On the water £427,500

From the renowned French cat builder, the bridge-decked Lagoon 421 is not the prettiest, but has a massive interior volume and is built to carry a good load without suffering too much reduction in speed. Solidly built but not the fastest cat on the block.
www.cata-lagoon.com



LIPARI 41 EVOLUTION

On the water £240,800

Fountain Pajot's Lipari 41 has a modern, streamline shape both above and below the waterline. Designed for long-term cruising, she boasts a rigid GRP bimini and a bridge-deck control centre, keeping the string and block clear of the cockpit.
www.fontaine-pajot.com



Main: The Southerly 110 showing its twin rudders

Opposite: An interior layout that works for the cruising sailor

Lovely lifter

An impressive upwind performer able to take the mud; **Toby Heppell** discovers why the Southerly 110 sold in such numbers

First launched back in 1998, the Southerly 110 to all intents and purposes replaced the popular 115, though there was some overlap of the two.

The first owner we spoke to, Les Webb, explained how he had upgraded from a 115 almost the instant the 110 was launched – though this makes the decision seem, perhaps, slightly more planned than it was: “We have had our Southerly 110 for over a decade now and, in fact, bought it from new shortly after the design was launched back in 1998. We ordered our boat – hull number three – at the London Boat Show in 1998, and she was launched in 2000.

“We were in the process of talking to Southerly about ordering a new

SOUTHERLY 110 SPEC

LOA: 35ft 6in (10.8m)

LWL: 30ft 3in (9.2m)

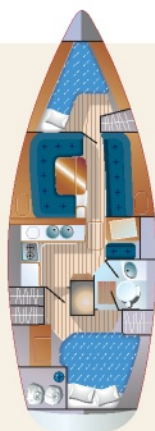
Beam: 11ft 9in (3.6m)

Draught: (keel up) 2ft 4in (0.7m)
(keel down) 7ft 2in (2.2m)

Displacement: 6,980kg (15,388lb)

Windward sail area 577sqft (54m²)

N° built: 104



115. However, we had a couple of gripes with that boat, which were forming part of the conversation. Principally, we felt that there were times when she would 'lose grip' in the water and feel a little unstable. Southerly did add little winglets to the rudder to try and counter this, but I always thought it needed twin rudders to really solve the problem."

Happily for Les and his family when they started to look at the new design at the boat show it clearly exhibited all the features they were hoping to get in a new 115, so the choice seems something of a 'no-brainer' for the family.

The key feature of the Southerly range has long been the lifting keel and it was certainly this that drew Les to the marque originally. It is not hard to see the appeal here as, with the keel fully lifted, the 110 draws just 2ft 4in (0.7m) and will happily take the ground. Drop the keel fully and this increases to 7ft 2in (2.2m), an impressive draught for any yacht this size and certainly makes it easy to see why the model is often praised for its upwind performance.

It is thanks to the combination of this deep fin and the twin rudders that the boat tracks so well, avoiding the loss of grip that Les felt was an issue with the 115. Of course, twin rudders come at a cost and manoeuvrability is naturally reduced particularly at low speed – some owners fit a bow thruster, which speaks volumes on a sub-40ft (12.2m) boat.

Although the design offers a decent turn of pace, she clearly sits at

the cruising end of the yachting spectrum. Perhaps the biggest giveaway here is her very short rig. Les says that it is fairly rare they feel underpowered – though it is the case occasionally – but the short rig means they do not have to reduce sail until the wind is in the low 20-knot range, "a real boon for a couple of oldies like us," he says.

An option to add some 8ft to the mast (taking it from 45ft 11in/14m to 54ft 2in/16.5m) is available as the Southerly 35RS, which also comes with a smaller self-tacking jib. The total sail plan has an extra 65sqft (6m²), but with the different rig set-up much of this is in mainsail area, so the ease of handling offered by the self-tacking jib is countered by the need to reef earlier.

The designer

Rob Humphreys



HUMPHREYS YACHT DESIGN

Having designed his first Southerly back in 1987 – the 110's effective predecessor, the 115 – Rob Humphreys and his Humphreys Yacht Design group were the obvious

choice when it came to a new model a decade later.

Rob has been involved with Northshore Yachts for much of its history, so there is a strong relationship between the two (Humphreys having designed four yachts in the Southerly range).

Northshore pioneered its unique swing keel in the early Eighties, and the Humphreys office helped progress the

concept, particularly with the addition of twin rudders, seen for the first time in the 110.

Based out of his Lymington offices, Humphreys first started designing back in the 1970s and was originally mainly known as a racing yacht and custom yacht designer. As the company has grown, it has designed an increasing number of production boats.

THE SURVEYOR

John Excell, John Excell Marine Surveys

104 Southerly 110s were built, the majority of which were masthead rigs with genoa. In my experience there really are no inherent build issues – most issues surround maintenance.

Southerly's patented Nordseal system is used to prevent osmosis and I have not found osmosis on a Southerly moulding built since the late 1980s.

Due to the likely use of the 110, it's important to check for signs of grounding damage. The grounding plate and swing keel often strike fear into owners/prospective owners (and unknowledgeable surveyors) but is actually very simple and easily maintained.

► **Contact:** www.jemsurveys.com

THE BROKER

Ross Farncombe, Sunbird Yachts

The last 10 years appear to have had little bearing on the price of the Southerly 110. Currently, you can find a tidy 2000 example at £115,000, but £175,000 would seem to be the current asking price for a 2010 boat.

From my records, I cannot find any sales of earlier boats for the last 18 months, which suggests dotting owners are holding onto them. Of the half dozen or so 2008–2010 boats sold in that period, the average selling price reached £166,000, showing that even in harsh economic times the values of these boats would appear to be 'weathering the storm'.

► **Contact:** www.sunbirdyachts.eu



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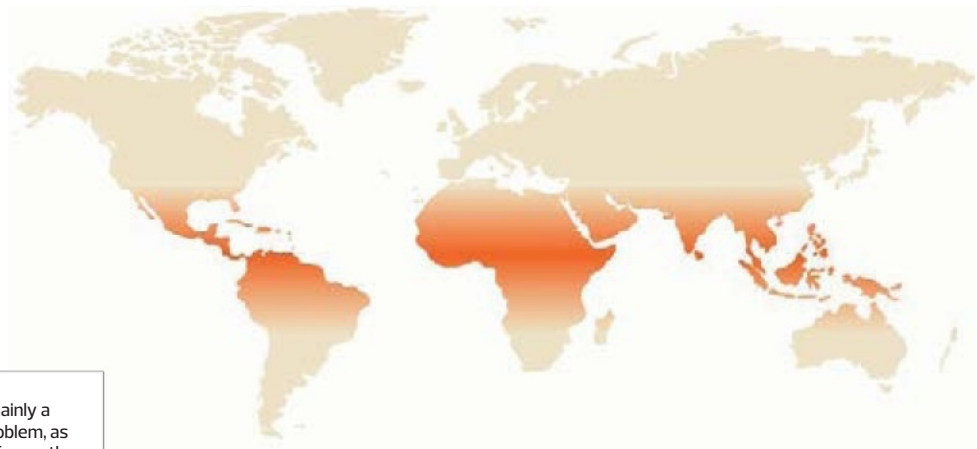
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PIRATE WATERS

They may be out of the headlines, but the pirates are still busy. *Jake Kavanagh* looks at the hotspots and how to stay safe in risky waters



Piracy is mainly a tropical problem, as our map of recently reported incidents (overleaf) shows

Think of piracy and you tend to think of Somalia, but the problem is much broader than that.

"Piracy comes in two forms," explains Stuart Carruthers, the RYA's cruising manager. "Perhaps 85 to 90 per cent of reported incidents are marine muggings, where the whole intention is to steal cash and valuables. The remainder consists of well-planned hijackings of entire ships, their cargo and their crew.

no effective policing, so yachts are particularly vulnerable."

Pirate Alley

Piracy in war-torn Somalia began with local fishermen trying to protect their fish stocks from international trawlers, as there was no effective coastguard. These locals quickly became pirates, earning millions from ransoms, and attacks rose dramatically from 2008 onwards.

"Between 2008 and 2011, there was a big increase in successful hijackings," said Cyrus Mody, assistant director of the IMB. His organisation actively monitors the pirate situation globally, and relays real-time warnings. "The radius of operation quickly expanded as the pirates used captured vessels as motherships. These roamed as far south as the Mozambique Channel, north to the Persian Gulf and east to within barely 300 miles of the Indian coast."

Groups of organised pirates, known as Pirate Action Groups (PAGS) operated successfully under a blanket of general confusion. Many ordinary fishermen carried weapons to protect themselves, and would often approach vessels – particularly yachts – to sell fish, or beg for cigarettes or water. This made it difficult to determine friend from foe until it was too late, so the PAGS thrived under the cover that ordinary maritime activity gave them.

Fewer attacks, more risk

"Last year, there were virtually no successful attacks against ships, and this year has started the same," Mody

'In many of these areas, there is no effective policing'

With commercial vessels now very well defended, increasingly desperate pirates are switching their attention to softer targets such as cruising yachts."

When you consider the sheer numbers of globetrotting yachts out there, the percentage of attacks against them is infinitesimal, but the effects can be devastating. The yacht itself has little value to a pirate, but a crewman can fetch a £500,000 ransom, with the hostage being badly treated during their captivity.

In other parts of the world, particularly those that are coping with extreme poverty, yachts present an easy target for theft. "Yachtsmen will sometimes have more cash in their back pocket than a local will earn in an entire year," Carruthers said. "In many of these areas, there is

Some sailors assemble convoys to stay safe in dangerous waters, but experts warn it just offers pirates a bigger target

12nm W of Trinidad

Lucky escape

Hella Freigang on S/Y Explorer, a Norseman 44

"ME AND BOB planned to buddy boat with another yacht and sail beam-to-beam to Venezuela. In case of attack, one of the yachts would ram the pirate boat and sink it. The bigger boat sailed faster but didn't wait. Out of nowhere, a pirogue approached rapidly and rammed us. Four men boarded carrying firearms. They cut our VHF microphone, then they cut our traveller control line and handcuffed us. We were beaten with pistols and one of the pirates aimed a gun at Bob. The pirate pulled the trigger but the gun misfired, saving Bob's life. Then a cargo vessel passed close by. It frightened the pirates and they scrambled off the way they'd come."

Thermal imaging cameras can be used to watch out for suspicious vessels at night



Date: 8 January 2014

Location: Liberia

Vessel: General cargo

Status: Boarded

Lone robber came on board using a hook and line

said. "The risk-to-reward ratio has tilted steeply against the pirates, so now they are looking for softer targets, such as yachts, which do not pose an armed threat."

As a result, yachtsmen are being warned to avoid the pirates' areas of operation. This is particularly frustrating for circumnavigators, as, apart from missing out on some idyllic cruising, most notably the Seychelles, they need to transit Pirate Alley to get to the Suez Canal.

Some yachtsmen are assembling into convoys to traverse dangerous areas, prompting one security expert

Date: 17 January 2014

Location: Vieux Fort, St Lucia

Vessel: 41ft sloop

Status: Boarded and robbed at night, owner Roger Pratt lost his life in the struggle

Yemeni coast

Convoy in pirate alley

Captain 'Fatty' Goodlander, July 2010

"WE WATCHED WITH dread as a large fishing boat slowly revealed itself in the morning mist. It stopped in the water directly ahead of us. We were all thinking the same thing. It fitted the profile of a pirate mothership exactly. A group of rough-looking men were working frantically on its aft deck. Just as we were close enough to smell rotting fish, we heard a roar. A powerful skiff appeared around its transom and sped towards us. For a moment, our formation held. Then various VHF calls erupted in alarm. It was bedlam. Finally, a calm voice cut in and said: 'Just a fisherman begging cigarettes.'"

ANTI-PIRACY EQUIPMENT

Long-range acoustic device

Laser beam

Water cannon

Electric fence

Boat trap nets

Slippery foam

Foul-smelling liquid

Compressed air cannon

Stun grenade

Dazzle gun

'The risk-to-reward ratio has tilted steeply against the pirates'

to mutter: "Why don't they just go bicycle camping in Afghanistan? It'll have the same result." Convoys simply give the pirates more opportunity, and crew have even been taken from right under the noses of surrounding warships when intervention was deemed too risky.

In a document entitled *Somali Piracy Warning for Yachts*, the five

international forces policing the area advised last year that all transiting sailors put their vessels on a ship instead. A high-risk area has been established covering a box running from India's southmost point to the Mozambique-Tanzania border.

The report then goes on to say: "The joint risk assessment for threats to sailing yachts in the high-risk area off the coast of Somalia has been undertaken, and its conclusions are clear and incontrovertible. All sailing yachts travelling under their own passage should remain out of the high-risk

Paluan Bay, Philippines

Armed boarding

Names withheld, February 2013

"AT ABOUT 9.30PM a local banka came alongside in the pitch black with six people on board. One of them said they had run out of fuel and could we help, but as we offered them a petrol can, four of them came on board. One had a gun and forced us to kneel down while they tied our hands behind our backs.

"Bill was made to stay in the cockpit while three men shoved me below and demanded to know where our money was. They then helped themselves to most of our electronic equipment and all the cash we had. Fortunately, we persuaded them to let us keep the laptops as they contained all our charts, and without them we would be completely stuck.

"They left us tied up and told us to stay on the floor until they'd gone. These guys were amateurs and we're not sure if the gun was real, but it was a traumatic ordeal and not one that we'd want anyone else to go through."

Date: 7 March 2014

Location: Aden

Vessel: Ro-Ro

Status: Attempted

Armed security fired red flares and the pirates made off

Date: 13 February 2014

Location: Somalia

Vessel: Ro-Ro

Status: Fired upon
Exchange of fire for 20 minutes before pirates aborted

Date: 12 February 2013

Location: Krabi, Thailand

Vessel: 42ft sloop

Status: Break-in

Money, passports and some cosmetic items were taken

Date: 6 July 2013

Location: Papeete, Tahiti

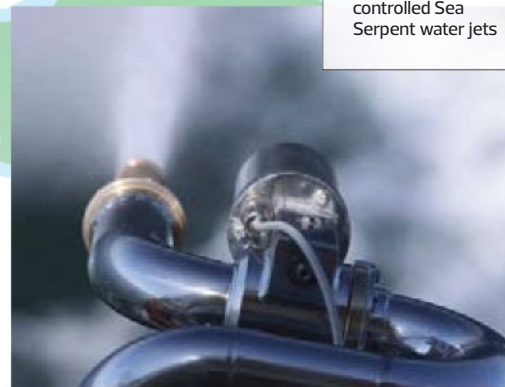
Vessel: 54ft sloop

Status: Attempted

A night swimmer tried to steal the dinghy, but fled a searchlight

Maersk is experimenting with remote-controlled Sea Serpent water jets

Pirates usually work in organised gangs, using fast dinghies to chase down their targets



area completely, or face the risk of being attacked and held for ransom."

Armed robbery

But Somalia isn't the only area to present a risk for cruising yachtsmen. Paradise and poverty sometimes go hand in hand, and apparently wealthy visiting yachts provide scope for local crime. Much of this is opportunistic and petty, such as the nighttime theft of equipment and

PIRACY INFORMATION WEBSITES

freecruisingguides.com
noonsite.com
mschoa.org
shipping.nato.int
cruising.org.uk
icc-css.org

dinghies, with 15hp outboards particularly prized. Rope has even been cut from halyards.

At the more extreme end of the crime scale, armed men – some posing as policemen – come aboard and hold the crew hostage as the boat is ransacked. While terrifying for the victims, the incidence of actual physical harm still remains exceedingly low. Some areas of South America, particularly Panama and Venezuela, have seen a sharp rise in this type of maritime assault.

The RYA sought advice from a specialist marine security firm Yacht Secure International about how

yachtsmen could protect themselves in high-risk areas, and in a report entitled *Dangerous Waters*, Carruthers passed on the tips he received. The most important piece of advice was to anticipate the potential risks, and have effective counter measures in place. This could be something as simple as ensuring that you securely lock your vessel every time you leave it unattended.

"Once you accept you might be at risk and are alert to the possible dangers, then it becomes much easier to organise your prevention measures," Carruthers said. "This is

extremely important and well-worth remembering. If you look alert, you are less likely to be regarded as a target of opportunity."

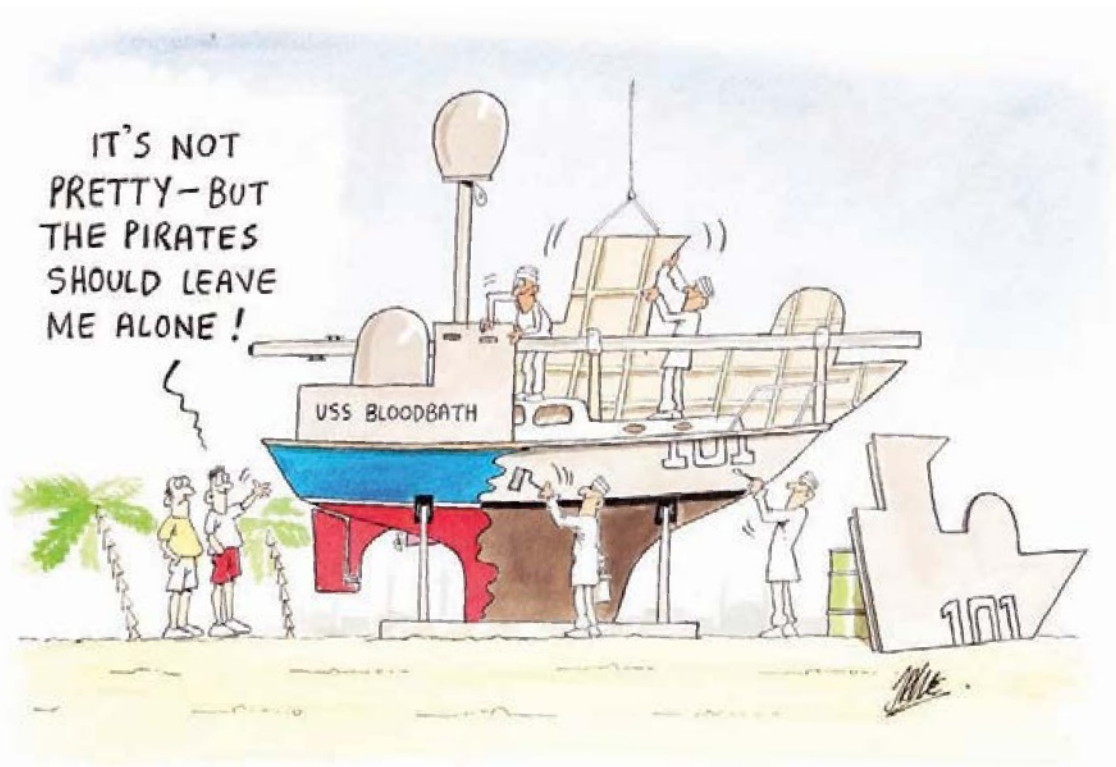
Passive defence

Many skippers offer practical advice via cruising forums on how to modify the yacht to make boarding an ineffective, and even painful, experience for the thief. One contributor even advocated turning the stanchion wires into an electric fence. He used the maximum legal jolt of eight joules from a standard 12-volt battery, recharged by solar panels. Others go for decidedly more passive protection, such as detachable stainless steel bars across open windows and hatches, allowing the crew to sleep comfortably in a hot climate.

Some yachtsmen have fitted blinding searchlights by the companionway, and loudhailers so powerful they inflict auditory pain – the yachtsman themselves having the foresight to fit earplugs.

One skipper we know set simple motion detectors into his cockpit that would be unaffected by the movement of the boat itself. Another developed a manifold that would drip-feed antifreeze onto a hot engine pipe to create a choking smoke screen from the exhaust, effectively blinding an approaching vessel and its crew.

Other protective measures range from sharp tacks left on deck to pepper sprays and smoke bombs. Pump up 'soaker' guns filled with nasty irritants are also favoured, along with dangling cod hooks as a deterrent against swimmers.



No guns please

Lasers have also been used to dazzle attackers, but firearms of any sort are a big no-no. "Very few people know how to use one effectively and probably wouldn't want to anyway," Carruthers said. "Apart from the legal problems with carrying guns, drawing one during an attack could very well turn the whole situation lethal. Our advice to yachtsmen is plain and simple: don't carry guns."

The most effective countermeasure is constant vigilance to ensure you don't become a victim. Not so easy if apparently friendly locals suddenly turn hostile, but even then loss or injury can be limited. Carruthers



The Medusa laser gun aims to distract attackers, not harm them with its 5,000mW light that's effective over a 4km range

advises having a decoy wallet or safe on board, full of low denomination notes and a few expired credit cards, and make out convincingly that it is all you have.

Information about pirate hotspots is obtainable from various sources, with Noonsite and other cruising forums being typical. Cruising as a lifestyle still remains far safer than crossing the road, but some ports and anchorages have become less safe than before.

However, with simple precautions, such as staying away from crime hotspots and 'hardening' your yacht against attack by opportunists, your interactions with the locals should remain entirely positive and your cruise will pass without incident.

Cut the risk

TIPS TO STAY SAFER AT SEA

- ▶ Practice a clear plan of action to respond to an attack
- ▶ Keep a list of radio calls to summon help in an emergency by the VHF
- ▶ Be extra vigilant when in a risky area, especially at anchor
- ▶ If staying for some time in one place, vary your routine
- ▶ Tune your radar for small targets and set a guard zone at anchor
- ▶ If you spot a suspect vessel, alter course to see if it follows
- ▶ Carry a night-vision scope to help identify potential threats
- ▶ Tenders are prized items, so secure it both ashore and afloat
- ▶ Fit deterrent measures, such as alarms, floodlights and flares
- ▶ If you are boarded, simply comply with the attackers
- ▶ Have a decoy safe with cash, expired cards and trinkets

GET IN TOUCH

Do you have a piracy tale to tell?

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ROPE CLUTCHES

WITH A RECENT RASH OF INNOVATIVE CLUTCH DESIGNS COMING TO MARKET, **DUNCAN KENT** FINDS OUT WHICH ONES HOLD THEIR OWN

Just about every cruising yacht's deck gear inventory will include a number of rope clutches, either supplied from new or installed later during a refit. They are one of the most useful and essential pieces of line-handling gear that can be fitted to a yacht and not only make life simpler, especially when sailing single- or short-handed, but also much safer.

Since the invention of the first cam-style rope jammer, which locked the line down using a serrated cam and lever, these devices slowly evolved into 'clutches' rather than brakes. The difference being that the former are designed to slowly and safely release a line under tension – even when loaded up to its maximum working capacity.

Almost every winch now has a tidy group of clutches ahead of it, allowing the crew to take more than one line to a single winch. Sometimes boatbuilders take the principle too far and lead too many lines to a winch, but the humble clutch has

revolutionised line handling and played a very large part in making larger boats easier and safer to handle with a crew of two.

Overcoming wear

To overcome possible slippage when using the high-tech cordage popular today, mechanisms have had to become stronger and more aggressive. These can impart huge loads on the lines, causing the covers to chafe quite quickly. These problems are often exacerbated by the inner cord moving inside the braided outer shell when jammed, also causing creep in the loaded line at the same time.

Recently, however, a number of manufacturers have gone right back to first principles to devise a clutch that better combats the problems of wear and tear on commonly-used braided lines. The basic premise is for the clutch to grip a longer length of line and avoid putting all the strain on one part of the rope's sheath. Examples include multiple collapsing

Main: Looking around Swanwick marina, I was amazed how many owners and manufacturers had opted for Spinlock clutches

Above left to right: The clutches were tested by mounting them on a piece of ply and connecting them to a Lewmar winch

rings in the Lewmar Domino D2 and the locking jaws of the Karver KJ10, which behave like the chuck on a drill.

How we tested them

We mounted the clutches on an 18mm-thick plywood board, securely fixed down to one end of a heavy workbench and installed a Lewmar 45ST two-speed winch at the other. We used the winch to



ALL PICTURES: GUY FOAN

create a load on the clutch equal to its maximum working load and then left the clutch closed for several minutes, marking the line to check for creep or slippage. We then reversed the clutches and winched the line through them in the usual way, lifting a heavy load over a block at the other end of the bench, to see how smoothly they released under load.

TECHNICAL INFO
For more detail and tips on maintaining your clutches, see ST205, p74

REVIEWS



Antal V-Cam 814

£90

Italian manufacturer, Antal, makes a huge range of good quality deck fittings, including jammers and several different rope clutches. The V-Cam clutch range can take from 8–14mm line diameters across three different clutch sizes and work on the single V-shaped, serrated cam principle. Pushing the handle down forces the upper cam jaw onto the top of the line, which in turn pushes the line down against a slightly serrated, but fairly smooth plastic bed at the bottom. The upper jaw is spring-loaded, so its grip can be disengaged with the handle down by simply pulling on the line. In this way there is little friction to wear the rope covering. The clutch can also be released easily while the line is under load.

The V-Cam 814 is solidly built and uses a UV-resistant resin moulding with stainless steel working parts and an aluminium handle. It's sleek and solid, so it looks like it could take a good deal of heavy-duty use. The exit fairlead is nicely bevelled, so it can cope with up to 30° or so of offset to the winch without fear of damaging the line.

Not only does the clutch have one of the highest working loads

but the range is compatible with many rope sizes.

Verdict: Although the marque will not be as familiar to sailors in the UK as some of the other brands on test, the performance of this simple, effective and solidly built clutch was extremely impressive.

- **Holding:** ★★★★★
 - **Slippage:** ★★★★★
 - **Build:** ★★★★★
 - **Mechanism:** ★★★★★
- www.marineaware.com





TOP FOR VALUE

Barton DO550

£57.09

Although these clutches are designed for lighter duty than some, they are still capable of holding a half-tonne load, which is perfectly adequate for most cruising yachts up to 10m or so.

They are made from impact-resistant plastic with an anodised aluminium mechanism. It works by pushing a straight, spring-loaded, serrated cam against a serrated base – both of which are fairly sharp-edged. This tends to flatten the line at the point of grip, which can induce excessive wear on braided-line coverings after a while.

However, the principle is well-proven and there's not a lot to go wrong. The entry and exit fairleads are nicely chamfered stainless-steel inserts, allowing an angle of up to 25° offset in the lines if absolutely necessary.

The DO550 is simple to use, lightweight and has a low profile. It is also easily dismantled for servicing, by undoing four crosshead bolts. The handle has a pop-out blank allowing rigid plastic labels to be inserted, instead of sticky labels that can often peel off.

Its simple mechanism allows the line to be released under load and it gives a reassuring click when fully engaged, although I don't really see the point of the halfway position, which still leaves the line free with the handle half-closed.

Verdict: Simple to use and good holding, but not so kind to lines.

- **Holding:** ★★★★★
- **Slippage:** ★★★★★
- **Build:** ★★★★★
- **Mechanism:** ★★★★★

www.bartonmarine.com

The DO550's marine-grade aluminium is strong, light and impact-resistant



Karver KJ10

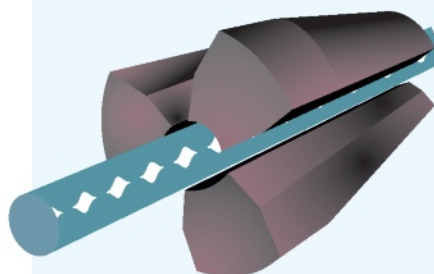
£234

This is an unusual and quite innovative design that utilises a completely different principle to most existing rope clutches. The mechanism closely resembles the jaws of a drill chuck, in that it grips the lines from three sides, which means its holding power and lack of any slippage are excellent. It's also likely to inflict much less wear on lines than any of the two-sided devices.

Despite this device receiving a Special Mention in the 2013 DAME awards at METS, the overriding view of the test panel was that it suffers from

'style over substance' syndrome. It will take lines up to exactly 10mm diameter, not a micron more, so burned-off ends are enough to stop the line from being inserted. To lock the jaws open and thread the line you pull on a small bar connected at each end via wire to the clutch. Then to engage the clutch you have to pull on a tiny, T-shaped plastic handle attached to the clutch by two 1mm diameter cords. It's just far too fiddly and difficult to operate, and even more so with cold or gloved fingers.

It also won't release under a load greater than 100kg and we all felt it wouldn't be long before the dangly knob got ripped off, rendering it useless. It looks well made from smart anodised aluminium, is light and easy to install and disassemble. But it's quite wide (50mm) and only available as a single clutch.



Verdict: Clever and nicely made, but impractical and expensive.

- **Holding:** ★★★★★
- **Slippage:** ★★★★★
- **Build:** ★★★★★
- **Mechanism:** ★★★★★

www.allspars.co.uk



Lewmar Domino D2

£93.60

The latest design from well-respected deck gear manufacturer, Lewmar, uses a different principle to most of the more common cam-style mechanisms. Instead of having abrasive jaws that seize the line by digging into the cover, the Domino clutch has a row of five plates with smooth-edged holes, through which the line is threaded. Closing the handle then grips the line by tilting the plates, thus staggering the holes, resulting in the lines being held in position by 'snaking' it around several tight corners.

As expected from Lewmar, the clutch is solidly made and quite chunky, with a mix of stainless steel and cast alloy parts. It is simple and effective to use, and holds with no slippage well up to its stated maximum working load. It also releases smoothly and it

clearly inflicts less wear on the line, although some wear is still inevitable with almost any jamming device. As with the cam-style devices, the line can easily be pulled through with the handle locked down and it can be released under full load.

The one aspect our test team didn't like was its back-to-front operation – ie. unlike every other clutch where you have to pull the handle backwards to release the load, rather than push it forward. This didn't come naturally to any of us!

Verdict: The Lewmar does a good job, but the odd reverse action takes some getting used to.

► **Holding:** ★★★★★

► **Slippage:** ★★★★★

► **Build:** ★★★★★

► **Mechanism:** ★★★★★

www.lewmar.com



Lewmar's clever non-cam clutch uses five plates to grip the line



Ronstan Constrictor

£127.30

Another unusual jammer / clutch that works on a well-proven principle (think Chinese finger trap), but that's never been seen in this application before.

Unlike any mechanism with a cam, jaw or rings, the Constrictor employs a braided textile sleeve to grip the line, thereby making line wear negligible. Its base is also very lightweight, being made from titanium, so it will be popular with racers.

Fascinated with this device we couldn't wait to try it out. However, it took us half an hour of fiddling with a bendy mouse to actually thread the line through the sock, due to its tendency to bulge out halfway down. Pulling is the only way to thread braided line through this clutch!

However, we were pretty gobsmacked at how well it actually worked – even when we overloaded it to see if we could break its grip. It seems the harder you load it the grippier it gets!

That's the good bit – unfortunately just about everything else is not so good. It's fiddly, like the Karver KJ – only worse. It has a long Dyneema release line with a plastic ball on it that is bound to



Small, lightweight titanium casing will appeal to hardcore racers

get caught up in anything and everything within the radius of its 500mm length, and it relies on a stopper knot being jammed into a V-groove to lock it open.

Verdict: Certainly an innovative product but probably one for the 'great ideas, that didn't catch on' museum.

► **Holding:** ★★★★★

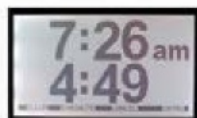
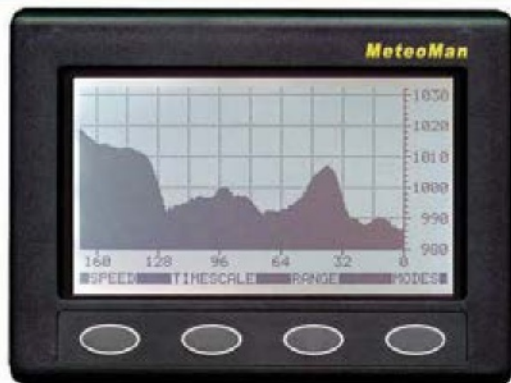
► **Slippage:** ★★★★★

► **Build:** ★★★★★

► **Mechanism:** ★★★★★

www.sailtek.org.uk

MeteoMan BAROMETER



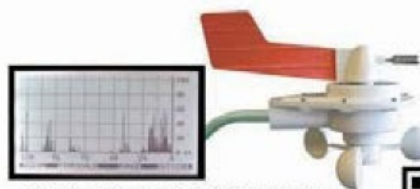
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Rutgerson Viking RC120X

£125

A good-looking clutch with black-resin casing and anodised-aluminium handle. It works on the common spring-loaded cam principle, so it won't be the kindest on lines, but it does feature a sheave at its rear to ease line exit and enable a wider exit angle to the winch without inducing chafe.

Annoyingly, it doesn't allow you to pull the line through by hand with the handle down until you've released the mechanism by putting the line on the winch. After winching a couple of inches, the spring-cam releases and the line can be pulled out freely and easily.

Its holding was good and it released a loaded 10mm line smoothly and without drama under load.

For such a chunky clutch it's surprising it is only mounted using M6 screws, rather than M8, but it has 70mm or 85mm mounting hole centres for flexibility.

Verdict: Good, solid, simple clutch that works well under load and looks smart.

► **Holding:** ★★★★★

► **Slippage:** ★★★★★

► **Build:** ★★★★★

► **Mechanism:** ★★★★★

www.petersen-stainless.co.uk



Spinlock XCS £150

One of the best-known rope clutch makers in Europe, Spinlock produces a wide range of devices for dinghies, racing and cruising yachts.

The XCS mid-range clutch is solidly made with a choice of silver, black or white aluminium casing, a rubberised handle end, plus alloy cam jaws and baseplate grip. Its mechanism is a simple sprung-cam against a serrated baseplate, but it works well and has easily

replaced cams. It can be released easily under load and it is possible to pull the line through by hand with the handle locked down.

A side-mounting version is also available.

Verdict: Does what it says on the tin. Good holding, simple and safe to use.

► **Holding:** ★★★★★

► **Slippage:** ★★★★★

► **Build:** ★★★★★

► **Mechanism:** ★★★★★

www.spinlock.com

VERDICT

Along with four typical spring-cam type clutches, we tried out three very different devices, designed to reduce wear on ropes. Although ingenious, the Constrictor and KJ are fiddly to set up and also expensive. Lewmar's new Domino clutch, though, alleviates wear with no detrimental impact on holding power.

It's likely most cruising yacht owners will stick with the simple and reliable cam-style clutches and put up with end-for-ending their lines every couple of years, but if you think you can get used to them, we'd recommend you give the Lewmar Domino a try.

ROPE CLUTCH SPECS

MAKE	MODEL	PRICE	TEST SIZE	RANGE	MULTIPLES	MAX HOLD	HOLE SIZE	HOLE CENTRES	WEIGHT
ANTAL	V-Cam 814	£90	8-10mm	8-14mm	1/2/3/4	1,500kg	M8	105mm	600g
BARTON	DO550	£57.09	8-12mm	8-12mm	1/2/3	550kg	M6	79mm	343g
RONSTAN	Constrictor	£127.30	10mm	6-14mm	1	2,000kg	M8	70-90mm	160g
KARVER	KJ10	£234	6-10mm	6-20mm	1	1,000kg	M6/M8	77mm	190g
LEWMAR	Domino D2	£93.60	10-12mm	8-14mm	1/2/3	1,200kg	M8	107mm	633g
RUTGERSON	Viking RC120X	£125	10-16mm	10-16mm	1/2/3	1,200kg	M6	70/85mm	580g
SPINLOCK	XCS	£150	8-14mm	6-14mm	1/2/3	1,000kg	M8	70mm	630g

TEST TANK

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

Canon EOS 100D

£399



Above right: The new 100D is slight compared with the mighty 700D

Below: The 3in colour touchscreen is easy to read and intuitive



Billed as the "perfect camera for sailing", we were keen to get our hands on this new SLR from Canon. We took it for a spin on my Sadler 34 *Summer Song* – admittedly still in her cradle.

And it's just as well, because the first thing you notice about this camera is that it isn't waterproof or shock resistant. Its sleek aluminium, carbon and plastic body is light – just 407g – but while this makes it small and easy to stow, it doesn't necessarily make it rugged; while the camera resisted some light drizzle during the test, it wouldn't cope with a wave.

The test could have ended there – there are plenty of good waterproof compacts around (see ST197) and Nikon now produces a waterproof camera with interchangeable lenses. But we thought we'd see what it was capable of.

Sold in Canon's beginner's range, the 100D is designed to be easy to use with a good automatic setting. But it allows a considerable degree of user control, including exposure compensation, depth of field control, white balance and a host of other tweaks.

At 18 megapixels, the resolution is good, but way off the professional

league. However, that should provide plenty of detail for most amateurs. In movie mode, it can record 720p

footage at 50 frames per second, or at full 1080p definition, it manages 30fps.

The 3in (7.6cm) colour touchscreen makes manual adjustments easy, but you can access all menu functions via traditional buttons and dials as well. There is a reasonable built-in flash, plus a shoe for a dedicated external flash as well. The standard camera package comes with an image-stabilised, 18–55mm lens, but there is a huge range of (more costly) alternatives to choose from.

All-in-all, a great budget SLR camera with lots of good features for the sailor – just add a 12V charger to increase its 380-hour battery life. Just a shame about the waterproofing! *SF*

VERDICT: ★★★★★

www.canon.co.uk

Wear And Tear Pads

from £7 + P&P

Modern ropes make short shrift of gelcoat and even glassfibre. Every boat, no matter how well the rope runs have been worked out, will suffer from chafe damage. *Summer Song* is no exception – it occurs where the jib furling line crosses the cockpit coaming.

I've been wondering about stainless steel wear pads for some time, and these Wear And Tear Pads from Yewtree Enterprises claim to



Below: Trimming and rolling the pads allow them to fit most wear hotspots on the boat



be the original and the best. The layer of s/s is so thin that it can cut viciously, so care is needed in the handling.

But we found that they were easy to trim to whatever size you want with scissors – just

remember to round the corners. If you're planning to apply them to small radii, you should pre-bend the pad around a pencil, although this can make it trickier to get a smooth application with no creases.

Available in two sizes: 15cm by 5cm or 22.5cm by 5cm. Time will tell how well the pads work – we'll report back here at the end of the season. *SF*

VERDICT: ★★★★★

www.wearandtearpads.com

Marine Magic Eraser

£4 + P&P

Unika Marine is a British manufacturer that has been producing for the trade for 20 years and is now marketing products under its own brand. Its marine eraser is a very fine melamine resin foam that gets rid of hard-to-shift grime and scuff marks on GRP and other plastics.

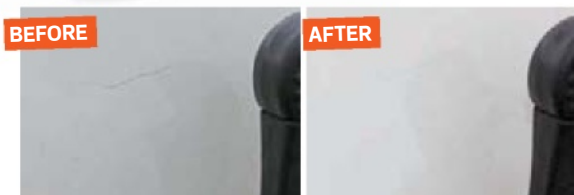
We approached this test with a degree of cynicism, but we were surprised by the results. Containing no added chemicals and with no abrasion, the foam gets into scratches and removes grime. It also did an impressive job of shifting light rust stains and even marks from old sealant. *SF*

VERDICT: ★★★★★

www.unikamarine.co.uk



Below: The sponge removed pigment, including rust, and brightened up the gelcoat finish



Stowaways food pouches from £1.75

Finding volunteers to test

Stowaways' sealed pouches that arrived in the office bang on lunchtime was never going to be difficult. Stowaways began its journey as a quick and easy food product for sailors to take to sea, and its appeal has spread to many adventure sports where easy to store, nutritious, tasty, ready-to-eat-in-minutes food can be enjoyed and not just consumed.

Pouches can be eaten hot or cold, but hot is the unanimous favourite.



All meals are slow-cooked in the pouches, locking in the goodness while keeping out anything that could deteriorate the food. That means products can then be stored at room temperature and kept for up to a year.

Soups are priced at £1.75 with three flavours to choose from; other more hearty meals are £2.99 and there are some cracking choices. My favourite was the chilli con carne with potato wedges, cooked using chunks of succulent beef shin, sweet peppers, kidney beans and a spicy chipotle sauce. If you have a microwave on board then cooking time is just four minutes, otherwise you can place the bag in a saucepan of boiling water, or empty the contents into a saucepan and stir until piping hot.

In short, you get a very tasty result with a sensible price tag. *GF*

VERDICT: ★★★★★

www.stowawayfoods.com

Henri Lloyd Elite Therm Mid Layer jacket £135, matching salopettes £135



If you read last month's group test on wet-weather gear, you will have noted the extreme testing conditions we were able to simulate at RNLI's Sea Survival Centre in Poole. Horizontal driving rain at only 5°C in full oilies with face covering and hood is one thing, but I wasn't so confident about putting a more 'basic' mid-layer through the same ordeal.

Wearing Henri Lloyd's all-new Elite Therm Mid Layer jacket and salopettes was akin to getting into a sleeping bag onesie! There's a sudden hit of warmth from the Primaloft lining, which provides bundles of insulation without adding too much weight. Henri Lloyd claims 100 per

cent waterproofing in light spray conditions and, to be fair, I stayed pretty dry, apart from a soaking around the neck and chest area, and the outer fabric struggled to cope with the volume of water and became noticeably heavier. Having said that, these test conditions were extreme and the jacket performed way beyond its remit. Add in taped seams, velcro cuffs and pockets, and this is a very practical outer layer for everyday conditions. Only available in black. *GF*

VERDICT: ★★★★★

www.henrilloyd.com

Below: Elastic waist and velcro straps make it easy to find a snug fit



Depthmeter chronograph 300M

Waterproof down to 30bar (300m) with a stainless steel case, screw-locked crown and available in a variety of style/colour combinations, this is a watch that caught our attention straight away and seems the perfect addition to a sailor's must-have list.

► **Contact:** www.chrisbenz.de

► **Price:** c£404 plus p&p



Racor Snapp fuel filter

This quick-to-service engine filter looks like a great design. No tools are required for servicing as the system has quick-release connectors and a patented priming system. Up to 100lph for 140hp engines. We'd be intrigued to see how easy it is in 'real world' use.

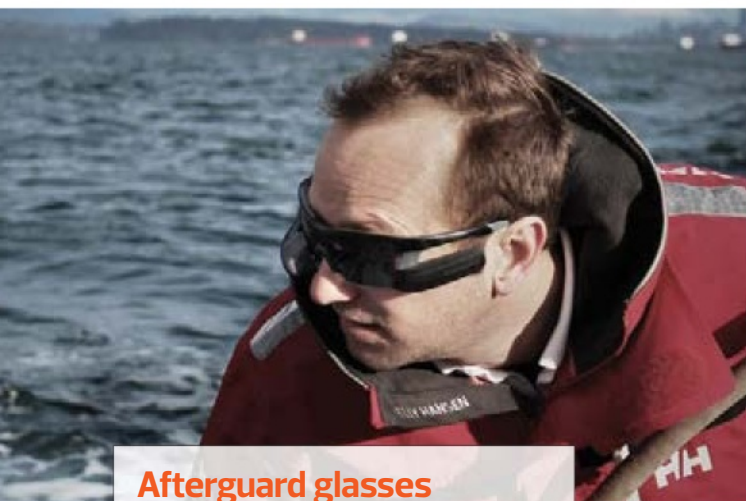
► **Contact:** www.asap-supplies.com

► **Price:** from £44.89 plus p&p



NEW GEAR

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Afterguard glasses

One for super-wealthy racers, these clever glasses use wireless streaming to transmit all the data (speed, position, etc) from your boat onto the lens in a hyper-cool, jet fighter-style head-up display.

► **Contact:** www.afterguard.co

► **Price:** c£1,165

Round The Island Race shirt

With thoughts turning to the big summer regattas, we could not help but include this Henri Lloyd official RTI polo shirt. A whole RTI range is available, but we were most taken with the quick-drying t-shirt.

► **Contact:** www.henrilloyd.com

► **Price:** £50 plus p&p



Seaburg

We would be excited to test this for ourselves and will be trying one soon. The bung can be pushed through a seacock and allows the full removal/replacement of said cock without letting any water in. Seaburg claims it will remain watertight even at speed. We will see...

► **Contact:** www.seaburg.com

► **Price:** £50 plus p&p





Crewsaver Phase 2 gloves

Part of the company's new Phase 2 dinghy range, these gloves look the bee's knees. The fingerless style makes them ideal for tying/ untying rope and with a specially designed, super-grippy palm, they should be tailor-made for sailing in the summer.

► Contact: www.sailboats.co.uk

► Price: from £17 plus p&p



Sail Racing spring jacket

We think this Race Lumber design looks like a really good lightweight jacket for all mid to warm weathers. We like the styling, too. Also available in grey and black.

► Contact: www.sailracing.com

► Price: c£230 plus p&p

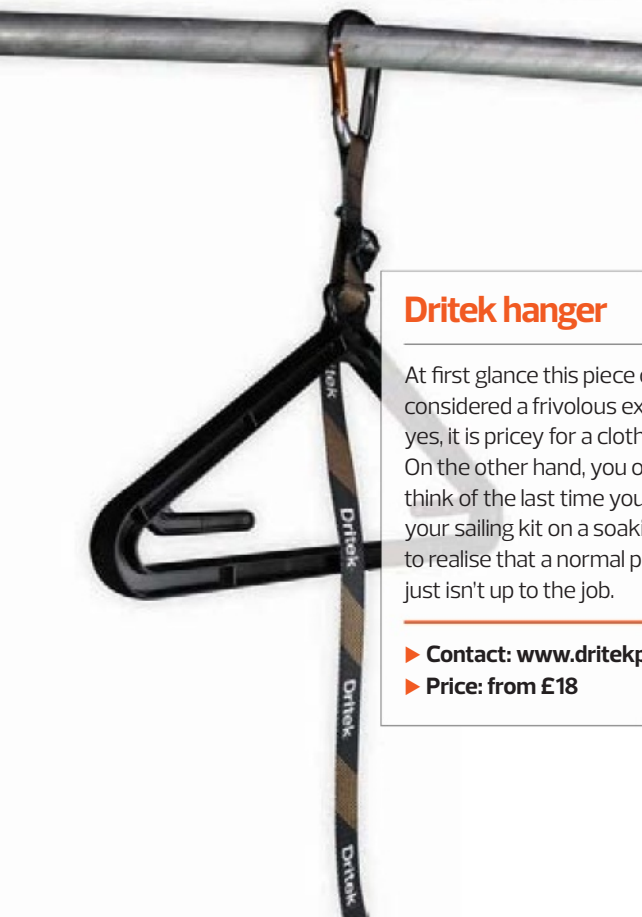


Garmin vivofit

A lifestyle/fitness wristband, the vivofit can monitor heart rate, steps taken, calories, etc. Excitingly, it can also monitor your sleep patterns giving the potential to add some science to watch systems or rotas.

► Contact: www.garmin.com/en-GB/GB

► Price: £100 plus p&p



Dritek hanger

At first glance this piece of kit could be considered a frivolous expense and, yes, it is pricey for a clothes hanger. On the other hand, you only have to think of the last time you dropped your sailing kit on a soaking-wet floor to realise that a normal plastic hanger just isn't up to the job.

► Contact: www.dritekproducts.com

► Price: from £18

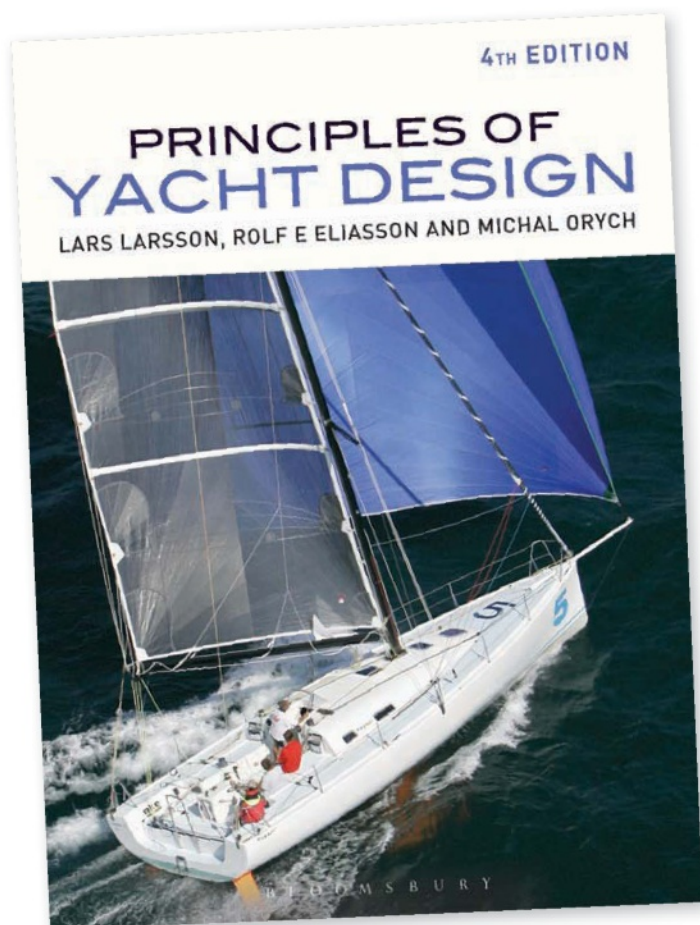
Ecco lagoon shoe

Danish footwear brand Ecco claims the quick-drying Lagoon is a 'passport to summer'. We are not quite sure what that means, but we do like the integrated vents that permit water to easily pass through, while keeping out sand, etc. We also have high hopes for the so-called 'super-grippy sole'.

► Contact: www.ecco.com

► Price: £90 plus p&p





Principles of Yacht Design

Now in its fourth edition, this book has long been viewed as one of the principal reads for anyone with an interest in yacht design. However, it is not a light and frothy tome to be read cover to cover in one sitting.

Written by three top yacht designers, this is a highly technical and very dry work, though one that is thoroughly interesting.

It is set out in the most obvious way, assuming the reader is setting out to design a boat and put it into production. The average reader will not have these plans in mind, however, and we found dipping into the sections to be of greatest interest. *TH*

Our favourite bit: "No one is interested in having a boat built more expensively than necessary."

Verdict: An in-depth overview of the key components of yacht design.

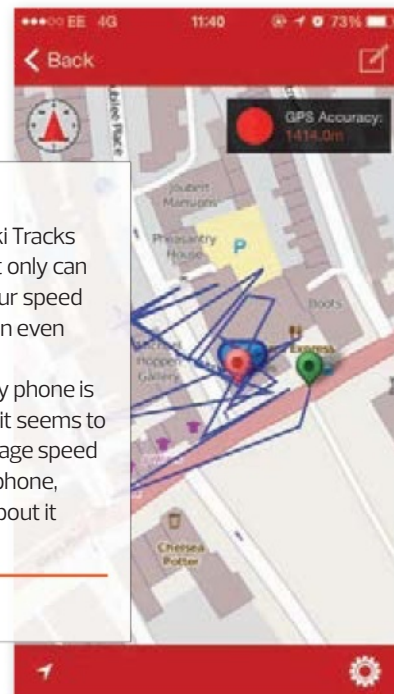
- **Publisher:** Bloomsbury
- **Author:** Lars Larsson, Rolf E Eliasson and Michal Orych
- **Price:** £45

Wavetrax app

One of the most popular skiing apps, Ski Tracks has been released as a boating app. Not only can you now bore people at the bar with your speed stats from your most recent sail, you can even show them your track on a map.

Or at least you could if it worked. My phone is on my desk and, in the last six minutes, it seems to think I have travelled 0.46km at an average speed of 1.17m/s, despite neither me, nor my phone, moving an inch. I'll probably tell you all about it if you see me in a bar... *TH*

► **£8.99**



TIME OUT

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

ADDICTED TO ADVENTURE BETWEEN ROCKS AND COLD PLACES

With very fine timing indeed, the winner of this year's Yachting Journalists' Association awards has just had his story published by Bloomsbury. *Addicted to Adventure* is Bob Shepton's autobiography and it documents more than 30 years of exploring the high latitudes by boat.

Bob (read his most recent exploits in ST204) is an explorer of the old school.

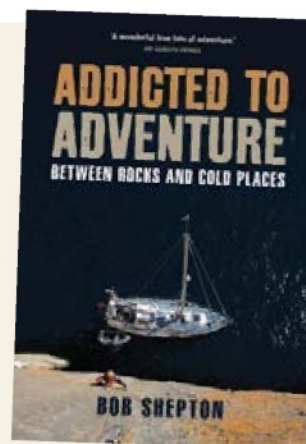
There's no glamour, support team or state-of-the-art equipment — just Bob and various shipmates in his 33ft (10.1m) Westerly Discus *Dodo's Delight*.

But sailing is only half the story. The real aim of many of Bob's exploits in Greenland and the Arctic has been to discover and conquer new climbs. With more than 50 first ascents, he is something of a latter-day Bill Tilman, as non other than Sir Chris Bonington himself acknowledges in the foreword. *SF*

Our favourite bit: Bob's ditty summing up a problem he'd experienced in Aasiaat "Sailing in Greenland without an engine/is not nice/because of the ice."

Verdict: An entertaining story told by a genuine adventurer.

- **Publisher:** Bloomsbury
- **Author:** Bob Shepton ► **Price:** £12.99



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READING THE WIND

FORECASTER **SIMON KEELING** EXPLAINS HOW TO 'SMELL' THE WIND AT SEA AND SAIL FASTER

Information about the weather at sea is available from a growing number of sources. But as any racer will tell you, there's still no substitute for the age-old skill of 'smelling' the weather and getting an instant feel as to what might happen to the wind in the next few minutes.

The clues are all around you at sea – you just need to recognise them. I'm assuming here that you will have studied the weather charts and forecasts prior to departure, and have an idea of the overall weather pattern. On board you should also have a barometer or barograph.

Stratocumulus clouds

By their very nature, some clouds can tell us that changes in wind are unlikely. Take stratocumulus clouds. For these clouds to exist, there needs to be little mixing of the air, which means stable conditions. Winds are usually less than Force 5 and generally one should expect little change in the coming hour or so. Watch the barometer carefully, though. Falling pressure may indicate increasing winds and, if the cloud

starts to break with a falling barometer, then changes can't be that far away.

Convective clouds

These clouds offer the biggest clues about the winds, and are one of the most common types to occur during a weekend of sailing. These cumulus and cumulonimbus clouds look like fluffy balls of cotton wool, but grow into larger wall-type clouds, by which time they are frequently producing showers.

Think of them as small areas of low pressure: a bubble of air rises, leaving lower pressure beneath it. The higher pressure in the surrounding area then rushes to fill the space, and this creates the winds that surround convective clouds.

But what goes up must come down and so between the clouds there are often areas of descending air, creating gusts of wind at least two forces above the mean. The gusts can cancel out, or add to, the background wind, depending on where you are in the cloud zone.

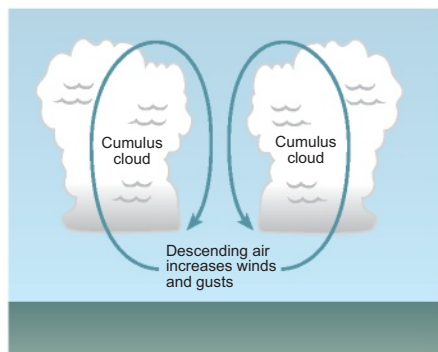
Often there is a clue on the water below the gust. Where air is

A sea breeze front moving inland from off the sea. Colder air is undercutting warm air behind the photographer. Strong, veering gusts are likely

TOP TIP Look for clues about wind strength and direction on the water. Below a gust zone, for example, descending air may force small wavelets to form on the water surface

Cumulus

It's critical to keep thinking of the mechanism that forms the cloud; the sucking in of the air into the cloud and how this will be affecting both wind direction and the wind speeds that surround it. Monitor where you are in the cloud zone to help estimate likely gust strength and direction.



RICK BUETNER

descending, small wavelets may form on the water surface. The gusts tend to be stronger the taller the clouds are, and effects can extend as much as 40nm from the centre of the cloud. The clearer (bluer) the skies are between the clouds, the more unstable the air and the stronger the gusts are likely to be.

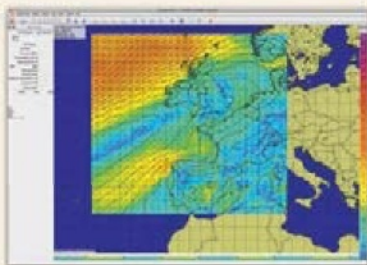
Squalls

Think of squalls as more organised areas of cumulus and cumulonimbus clouds, which bring violent showers and gusty winds. It is also important to recognise the difference between the brief squalls seen around the coasts of the UK and Europe, and the more violent ones that you might experience in the Tropics – usually overnight and often lasting several hours (see picture overleaf).

The airmass has to be very unstable for squalls to occur (the same is true for showers), which means that

'Cliffs and coasts may allow wind speeds to increase or decrease as the air is forced to rise over the land'

GRIB FILES



While computer models are excellent at predicting conditions over a broad area, they are only as good as the distance between each of its forecasting points, the resolution of the coastline and the mathematics behind them. Despite constant improvement, GRIB models cannot accurately predict the winds around headlands and coasts or individual convective clouds (despite some of the more extravagant claims).

The yachtsman will glean useful guidance from the data, but there is no substitute for understanding the phenomena discussed above, and then being on the lookout for the clues given by nature.

WIND SYMBOLS

The arrow points in the direction of the wind; its 'fletchings' show strength: a full line means 10 knots, half a line 5 knots

temperatures fall quickly with height through the atmosphere. In Europe, this tends to indicate that the air above has come from the Arctic. When it meets the warmer Atlantic air, it becomes unstable and large convective clouds are generated with accompanying rain, hail, thunder and gusty winds.

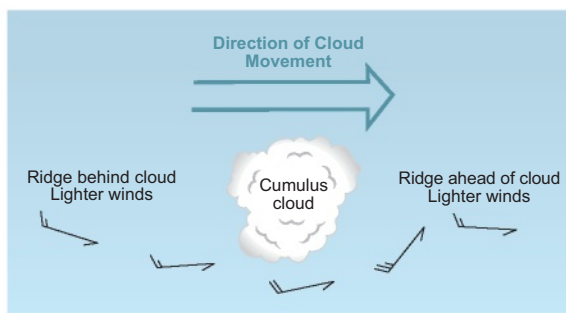
Small ridges of high pressure tend to occur ahead of the squall. Therefore, you might spot a slight rise in pressure and a dropping,

veering wind. Behind the ridge, winds will back and increase. They will be at their strongest on the leading edge of the squall (which you can't miss because of its size and the heavy rain clearly visible below it) as the downdraught from the cloud hits you. In these conditions, be prepared for gusts of three forces above the average wind speed.

As the squall passes through, winds will rise again and veer, but they shouldn't be as gusty as the winds ahead of the squall.

Sea breeze cumulus

The sea breeze occurs when land heats up, creating a sharp temperature gradient with the sea. Rising air caused by the heating of the land 'sucks' in air from the sea (the same mechanism as that which creates cumulus clouds at sea). Pressure falls inland and is higher over the sea. Sea breeze season

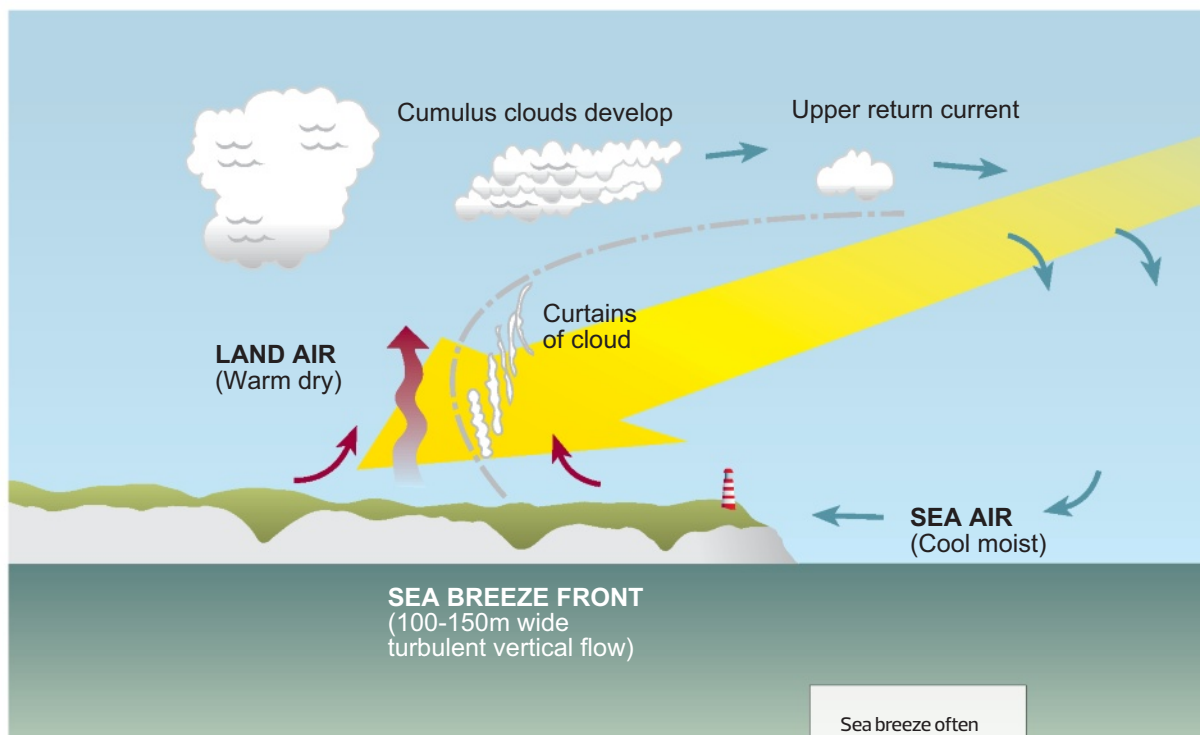


generally runs from spring through to the early autumn. On a favourable day, it will start to blow from mid-morning onwards. Winds are usually light over the land, although they may raise the wind speed by two forces further offshore. The breeze strengthens and, as it does so, winds usually tend to veer, reaching a maximum by mid-afternoon.

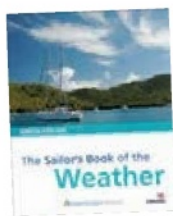
One of the markers of a sea breeze that can be seen from sea is a line of cumulus clouds, which form along the coast. These lines of cloud occur because of the moist air from the sea being blown onto the coasts. Lifting due to cliffs or thermals causes the air to rise and allows cumulus clouds to form. Due to the lower temperatures over the sea, clouds will usually not form offshore.

Clouds further inland can also give hints about the strength of the breeze. If the cumulus grows, perhaps with the telltale anvil top of a cumulonimbus cloud, you can be sure that the sea breeze is strengthening as pressure falls inland. This will be sucking in more air from the sea and winds can increase even more.

On a hot day, the sea breeze system extends 5nM to 10nM offshore, but it can be much more in the Tropics. A zone of lighter, more variable winds where speeds can be one or two forces below the mean occurs behind it. Think of it as a



Sea breeze often occurs near the coast when the land warms drawing in sea air



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mechanism that moves inland as the day progresses, and then back out to sea at night.

Cliffs and coasts

Cliffs and coasts may allow wind speeds to increase or decrease as the air is forced to rise over the land. A wind flowing off the sea and onto the cliffs will become compressed as it hits the coast. The air will flow over the cliff, but some of it will be squeezed and forced to run along

the coast. The effect of this will be to cause a wind veer.

Higher cliffs will cause air to gather at their base and it is here that the air may become turbulent. It can gust two forces above the mean speed within a mile of the cliff. The stronger the overlying wind, the more dramatic the effects will be. Of course, if the coast is less hilly,

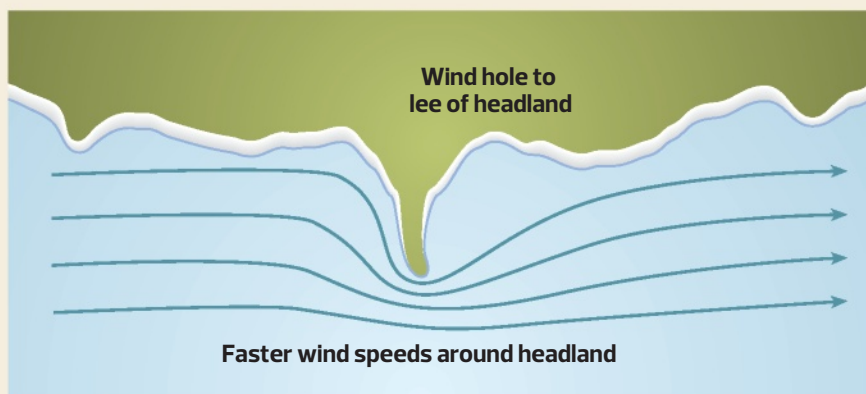
WINDS AROUND HEADLANDS

The atmosphere wants an easy life (don't we all!). Air wants to flow smoothly across a flat surface, and so headlands present a significant disruption

Each headland has its own characteristics, but there are a few forecasting rules the sailor can follow.

First, consider the effect of cliffs and coasts discussed above. If the wind is onshore, there will be an increase in windspeed at the base of the headland. The more parallel to the coast the wind is, the greater the compression effect of the wind flowing around the headland due to less air now flowing over the headland.

If the headland is large, it can have a heating effect creating sea breezes around it. Look out for the formation of a cumulus cloud over the feature. Also remember that there will be a zone of lighter winds on the lee side of the headland, several forces below the average.





such as a beach area, then the wind increase will be much less pronounced. Wind blowing offshore over cliffs behaves like a waterfall. The more dense the air, the more likely it is to sink – especially after a cool night. So the area within about a mile of the cliff may again be an area of turbulence, with a block of air falling on top of you!

In conditions where land and sea temperatures are similar, the tendency for the offshore flow to drop is much reduced. This means that the effect of the descending air is felt several miles further offshore, with gusts of only one force above the mean speed.

Squeezing of the wind

From Scotland to the Canaries, sailors know that winds can be stronger when they're squeezed between two islands – so-called 'acceleration zones'. Compression of the airflow can increase the speed by two or three forces above the average. Local forecasts

are usually the best sources of information for highlighting these effects, but what if no forecast is available? The rule of thumb is that the acceleration effect is stronger if the wind blows parallel to the straits between islands – if it blows perpendicular, the windspeed will be lower. Remember that a developing sea breeze can cause the wind to veer, which may bring it more parallel to the islands and increase the squeezing effect.

Look for high-level cirrus clouds. These are the wispy clouds that look like strands of candyfloss. If these are present in reasonable quantities, perhaps more than half the sky, it may indicate that the air at higher levels is warm. The warm air acts like a saucepan lid, preventing the air below from escaping and compressing it further, increasing the surface wind.

Another cloud to look for is the altostratus formation. If the islands are high, altostratus could appear to stream off the peaks. This can

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KATABATIC WINDS

Just offshore, the katabatic wind can have a noticeable effect in the mornings.

As the land cools down, cold air can drain down valleys and find its way out to sea. This often arrives at boats close inshore as a sudden onset of gusty winds. The vessel can be in near flat, calm conditions at sunrise, only to be hit within an hour or so by Force 4–5 gusts.

The best signal for a katabatic wind to occur is a very light underlying wind, clear skies inland and a chilly night.

indicate stable air and, in such conditions, the risk of higher wind speeds is increased.



ABOUT THE AUTHOR:

Simon Keeling is a 'self-confessed weather anorak'. He has written books and DVDs about sailing weather and runs one-day courses at the Weather School (www.WeatherSchool.co.uk).

MANUAL BILGE PUMP

Early mariners used simple chain pumps to expel water from their bilges, with pumping a constant task, even in settled conditions.

Patented brass pumps with rubber valves only emerged in the 19th century.

Now made of plastic or alloy to keep weight down without sacrificing strength, the bilge pump is more flexible than ever. This Whale Gusher 30 can be bulkhead- or flush-mounted and it can be easily opened for periodical cleaning and maintenance.

There can't be many boats afloat that don't have a Whale bilge pump on board. The company first began producing brass "non-choke" manual bilge pumps in the 1930s. Ranging from 1¼ to 6in (70mm–152mm) diameters, they were soon common on fishing boats and naval vessels. These days, manufacturing still takes place in Northern Ireland, but the company employs 170 people and exports to 48 countries.

Maintenance tips

Servicing your bilge pump

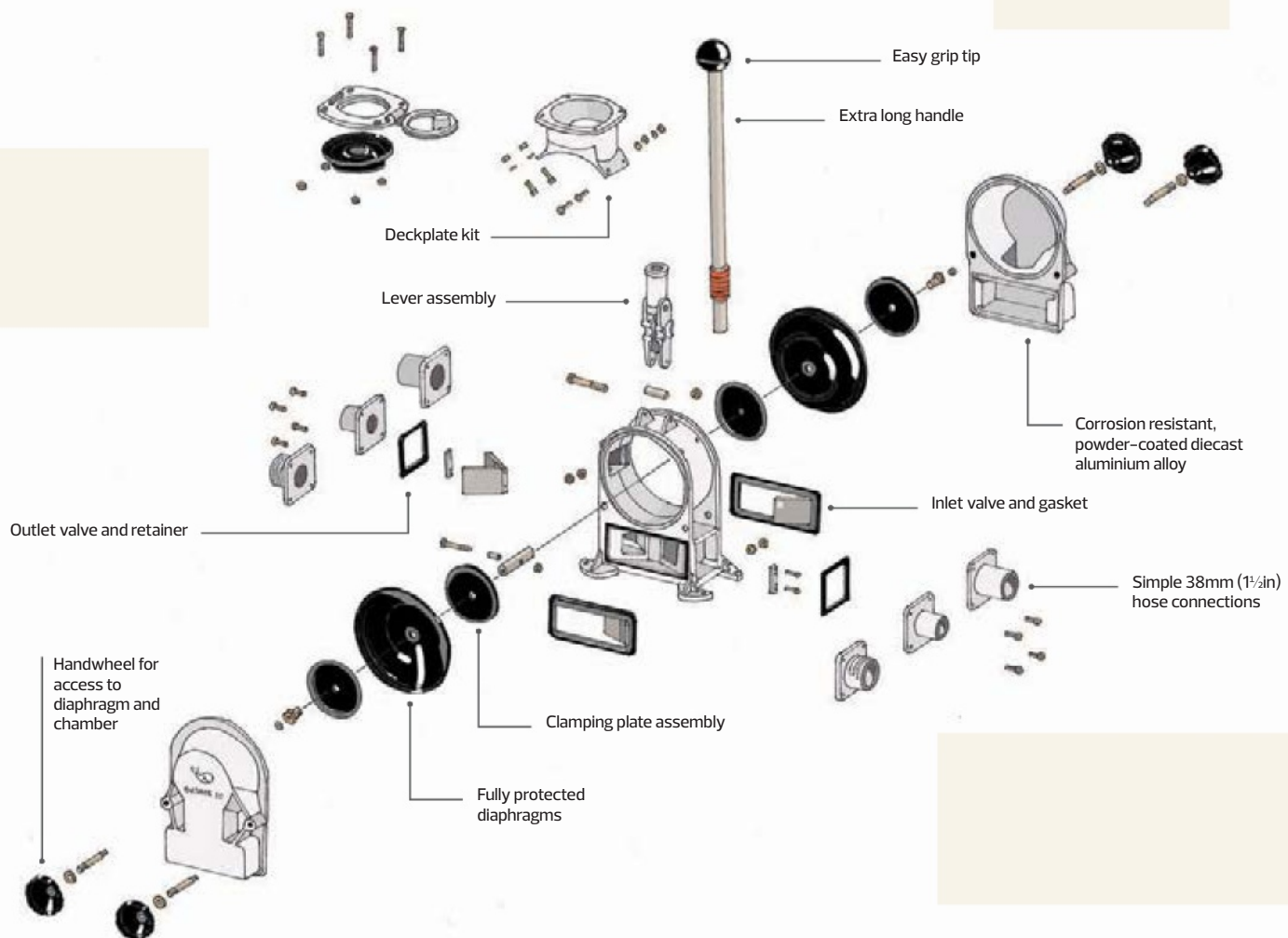
Step 1 Drain down at the end of the season

Step 2 Inspect the pump chamber regularly to check for solid objects

Step 3 Replace the rubber diaphragms every three years, regardless of wear

Step 4 Prolong the life of your pump by fitting a strum box at the intake end

ILLUSTRATION: PIERRE-HERVE



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8.53m	29.10m ²	£419	13.40m	68.70m ²	£959
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Riding Light



A NIGHT-NAVIGATION TALE STILL MAKES COLIN JARMAN SMILE, WHICH IS MORE THAN CAN BE SAID FOR HIS FRIENDS WHO BEMOAN THE TEDIUM OF A LONG SAIL AND THE RADIO THAT HE CAN'T HEAR

On reflection

It was time to stop and confirm our position, to get it accurately fixed and sort the whole picture of the entrance clearly in my mind's eye.

After handing sail, I stood in the hatchway and gazed out at the night. Bright stars and a brighter moon shone overhead, while the town lights blazed, each one reflected in the surface of the sea. The long lines of colour were broken only by wavelets scratched up by the passing cat's paws of a gentle breeze.

The quick-flashing light of the east cardinal buoy was clear, but the little red flasher on the first port-hand buoy was hard to find. I scanned around, but could see nothing. I rested my eyes on unlit water and tried again. Still nothing.

Suddenly I saw not the flashing red, but a broken line of red reflection coming and going between two orange lines reflected from distant street lights. I straightened up. Yes, that was definitely it, and at last I could just make out the light itself. Now I knew just where we were and could get under way again.

I was pleased, the night was beautiful, the reflected lights a fine spectacle, but spotting the buoy by its reflection seemed a particularly neat trick.

It still makes me smile, even now.

Passing the time

When you're on passage, do you ever get bored? If so, what do you do to stave off boredom? Read, play computer games, cook, what?

I don't mean while actually on watch, but rather when you are awake, yet off watch.

A strange question? Perhaps, but prompted by a conversation between two friends who reckoned that a long ocean passage would be boring. All there would be to do, they concluded, would be to read books and note that one wave looked pretty much like every other.

It was a view that completely amazed me. Leaving aside the running of the ship, sail changes, day-to-day maintenance and whatever breakdowns occur, you are surrounded by some of the greatest creations on the planet. Sea, sky, birds, fish and weather. How can you be bored with all that to observe and absorb?



COLIN JARMAN

'It may be the oldest way to collect oysters, but hand picking is backbreaking work'

Each bird glides, flaps, paddles, lands, takes off uniquely; each wave is entirely different in shape, colour, movement and sound; the wind changes water-surface patterns, wave trains and sail trim. The sky changes as clouds move, gather and alter their shape. Fish may be unseen most of the time, but a shoal of flying fish bursting in a glistening shower from a wave, pursued by

a school of leaping, laughing dolphins, is a sight to savour. A plume of spray blasted from the blowhole of a surfacing whale brings excitement entirely its own, while a threshing maelstrom of water as two indistinct bodies of predator and prey fight it out just below the surface leaves the watcher in wonder.

Even in coastal waters there is lots to see. Surely I'm not the only one who picks up a book to read, only to lay it aside after a couple of sentences, simply because there is so much to contemplate in the watery world around?

A convenient hole?

My VHF radio is installed below and I have been unable to hear it while out in the cockpit at the tiller. It's fine if we're drifting along in light airs, but if there's much boat noise, it's impossible to hear.

The fist microphone is also just out of reach from the companionway, so I have to leap below decks to make a call.

It seems daft to have a good fixed radio and rely on a handheld, so I set about installing a remote-control handset in the cockpit. An easy job, you'd think, but after deciding on the best place to fit it, I went below with the drill and a 32mm hole cutter, only to find no way of accessing the location. I ground my teeth.

Then I found a nearby hole left from some ancient fitting, so I put the cutter through there. The result is a position for the remote that's set rather close to the fall of the halyard. Time will tell whether the two become entangled or not, but I wonder if that convenient hole may yet prove cursed.

YOUR VIEW

How do you keep busy on a long passage?



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editor@sailingtoday.co.uk

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

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Two men in a boat

The gaff-rigged Tela would make
a great little estuary explorer,
says **Sam Fortescue**

Hands up; it wasn't the most exacting boat test we've ever conducted. As the fog thinned over the still-damp countryside bordering the River Thames near Abingdon, there was still barely a breath of wind to trouble the water. It felt less like a review and more like something out of Jerome K Jerome's well-known tale of freshwater dabbling.

But looks can be deceiving. The Tela is very much a saltwater boat. Her design goes way back – at least to 1911. That was the year of launch for the hull from which the modern-day moulds were taken. She was built for commercial pilot duty in Barry, South Wales, where she plied the waters of the Bristol Channel. But her design came from decades of experience in these difficult waters.

She is narrow in the waist and three-quarter decked, to keep the grey chop of her home waters out. Though we didn't see much of it on the day, she can be fast as well, and half a dozen of the boats regularly race from Barnstaple in Devon. More than 50 have been built in glassfibre since the moulds were made in the 1980s.

The Tela is built by Salterns Boats, a sister company of Collars, the well-known wooden spar and oar maker.

In fact, it seems as if spars – from 14ft (4.3m) Cornish Crabber masts to an 80-footer (24.4m) for the new schooner *Kelpie* – are where business is booming for owner Jeremy Freeland. He says the five Telas he sold last year are only just enough to keep the moulds ticking over.

That's a shame because she's a cracking little boat. "It sounds cheesy, but I bought the company because I loved the boat," Jeremy says. He moved Salterns from Bursledon four years ago to share Collars' sheds and build the 12ft 6in (3.8m) Wagtail and 19ft (5.8m) Memory dinghies.

Glassfibre hull

Her hull and deck are laid up by hand in GRP. But as you would expect from Collars, there is lots of lustrous woody detail, from the slatted thwarts to the curvy laminate of the tiller and the bowsprit. The boat we tested was finished with a light North American Columbia pine and chromed fittings, which made a very attractive contrast with the Oxford blue of the hull. However, the usual spec is for harder-wearing teak and gunmetal.

Being mainly GRP, she is a relatively light boat – weighing in at 1,102lb (500kg), including 441lb (200kg) of ballast, and therefore eminently trailable. We had three

The Tela is ideal for two grown-ups, but would easily accommodate two small people as well. Note the external outboard mounting pad

burly boatbuilders to rig and ready her, but it could be easily done singlehanded in 15 minutes or so. The forestay and two shrouds are simply tied down to eyes on hull plates, then the gaff and boom can be raised. Probably the hardest work aboard comes from raising the centreplate, which was tricky, despite a 4:1 purchase.

New Telas come with a generous main and jib, cut by Sanders from cream-coloured terylene. Jeremy says he is keen to try one with an asymmetric spinnaker, but has yet to persuade a client. He reckons it would require a slightly longer bowsprit with a couple of whisker lines for stability.

There is one slab reef in the main, and the jib is on a striking chromed furler. That said, you probably wouldn't want to be out in a Tela in anything much more than 15 knots. They aren't supposed to capsize, but I wouldn't want to put that to the test – even with the ballast of lead ingots around the keelbox and the 4ft (1.2m) draught of the heavy steel centreplate.

There is a manual bilge pump cleverly mounted under the thwart, so if she does heel over far enough to take in water, or she ships a wave, you can get rid of it. “We’ve never had any need for more,” says Jeremy.

Turn of speed

At one heady point during the afternoon, the breeze rises to five knots and we accelerate away from the photographer's chase boat (which is propelled by oars). For a few fleeting seconds, there's a sense of how she might perform if she picked



Above: The double ended mainsheet can be trimmed on either tack without a traveller

Above right: The gaff rig is simple to set up and trim

Below: Lines made off on the attractive belaying pins

‘She’s lithe and fast through the tack and sets off with a song from the bow wave’



up her skirts. She's lithe and fast through the tack and sets off with a song from the bow wave. I take my chance and sit outboard on the deck-mounted helmsman's seat (£530 extra), holding the wooden tiller extension. There's also the option of a topsail (£440) for a more classic look and a wafer of extra performance.

Make no mistake, though: this a classic dinghy, not a camper-sailer or cruising dayboat. There's some sheltered stowage for a'd between the built-in buoyancy tank and the deck – enough for a hamper and a tent, if you felt intrepid. Smaller items could find a home in the aft locker.

But the boat's chief disadvantage is her lack of an outboard well. She has a hollow moulded into the stern deck to take the outboard clamps, but it doesn't allow the motor to be safely left on the boat. You'd have to be prepared to lift the motor (2.4hp is enough) on and off. “There's a limit to what you can do with a traditional hull form,” say Jeremy. “It would be a huge job to retool the moulds.”

TELA

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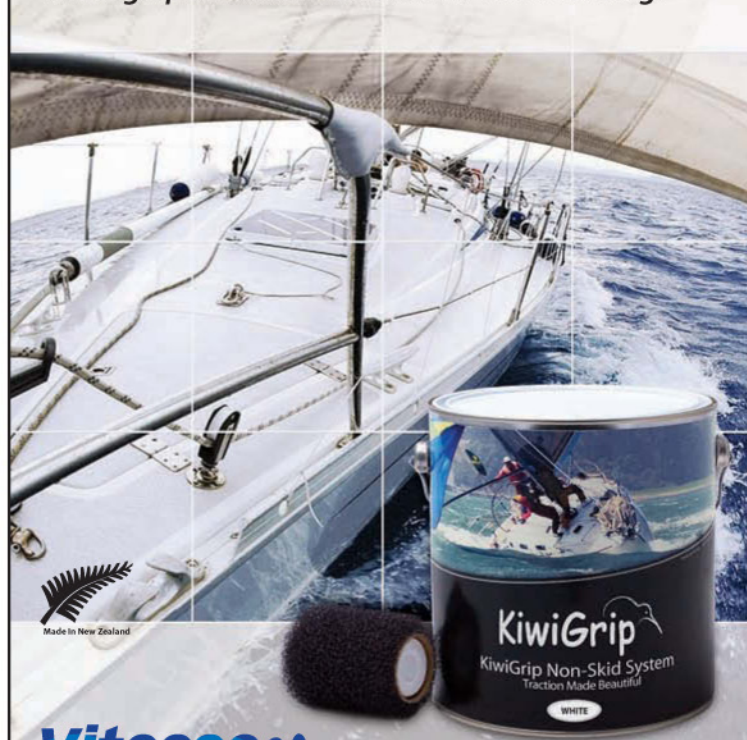
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ELECTRIC HEADS

SWAPPING YOUR OLD MANUAL HEADS FOR AN ELECTRIC MODEL CAN BE A SIMPLE WAY TO IMPROVE LIFE ON BOARD. **SAM FORTESCUE** REPORTS


Marine loos can be more of an ordeal than a convenience. Yet, they are key to on board comfort.

Probably the most common brand on UK boats is the well-known Jabsco Twist 'n' Lock – a relatively simple and efficient manual WC made by Xylem. But we've all had the experience of pumping out in a seaway and, for some, the idea of a modern electric flush really appeals.

EXPERT TIP Don't re-use a hose that is age hardened or brittle, as it will not be secure and may leak. Manufacturers produce hoses with different characteristics and radii for tight spots

'Happily, there are several retrofitting options available'

Besides the convenience of it, an electric heads can offer low water consumption, and large-bore flush pumps for smooth operation. The macerator pump vastly reduces the chance of blockage and, despite its high electrical load, the short bursts mean that the average electric heads will get through a tiny 1Ah of your battery capacity each day.

Happily, there are several retrofitting options on the market. We run through the simple process of swapping out your old manual heads and replacing it with a Jabsco Lite Flush. Note that other brands, including Lavac Taylors and Force 4, should also fit the same space and use the same holes for fixing. 



Step 1 Before starting, flush the heads several times so that any water that drains from the pipes will be clean, and then pump the bowl dry. From there, make sure you can access the four bolts at the base of the toilet that hold it in position. Unscrew them and the unit can be released.

Step 4 Connect the inlet (19mm) and outlet pipes (38mm) at the back of the loo and move it into position. The power is now ready to be connected and the base bolted down. The inlet and outlet hoses are the same diameter on all the common marine WC brands, so they should swap over easily. If the pipes are in good condition, they can be reused. Each hose should be secured with double Jubilee clips – make sure the threads of the two clips are not side by side, as this weakens the seal and can distort the hose tail.



Complete installation

Test the installation by pushing the foot switch to rinse and flush. Check for any leaks and the heads are now ready for use. No more frantic pumping as the boat pitches in a seaway – or complicated explanations to guests!





Step 2 Close the seacocks on both the inlet and outlet pipes on the manual heads. Next, release the hose clips on the inlet and outlet on the pump, and catch any remaining water in a bucket. Lift the bowl and pump out of place, creating space for the new installation.



Step 3 The Lite Flush loo is delivered with both the flush pump and the rinse pumps attached to the bowl fitting, to ensure that connecting it up is simple. Before manoeuvring the unit into a tight space, though, attach the seat and lid with two nylon bolts.



Step 5 The next step is to connect to the boat's 12V or 24V power supply. Every boat will have its own unique cable runs, but the key is to ensure that a suitable-size fuse and wiring is used. Current draw is 15A in the 24V version, or 25A at 12V. If you need help at any point, always consult a trusted electrician before you proceed.

Step 6 Jabsco's manual and electric Lite Flush heads are exactly the same size. As with several of the main brands, both models use the same mounting holes, so that no additional drilling or GRP work is needed. Lower the loo into position and secure using suitable bolts. The new base will hide any marks around the previous base.



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Beneteau Oceanis 440

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£75,000



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



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



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



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



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



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.

£9,950



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



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



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



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



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.

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Hanse 341

2002 Year Model, Owner's Configuration with 2 Double Cabins, Deep Fin Keel, Tiller Steering, Slab Reefed Mainsail, Self-Tacking Jib, Asymmetric Cruising Chute, Powered by a Volvo Penta MD2020 Sail Drive 18hp Engine, Simrad Tri Data, Tiller Auto Pilot, Electric Windlass and Webasto Heating. Lying Eastbourne

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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.

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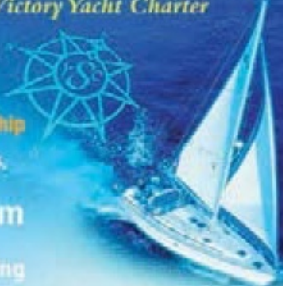
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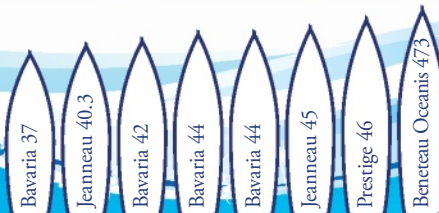
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Dispatches

PUERTO RICO | *SILHOUETTE*



Puerto Rico, with its mix of Spanish, American and Caribbean cultures, was a refreshing change from other Caribbean islands

We cleared in at the Spanish Virgin Island of Culebra, where we enjoyed the company of other cruisers at the Dinghy Dock bar. From there we swiftly moved on to the Sun Bay anchorage in Vieques, which was filled with possibilities, such as admiring bioluminescence, snorkelling and getting bitten by midges! Puerto Rico and its capital San Juan soon beckoned. El Morro fort was built to protect the bay of this old Spanish city and offered an impressive view of the Atlantic Ocean. We strolled along alleyways, admired architecture and socialised with the multitude of cats living here.

Despite smelling of bat guano, the vast caverns of the Rio Camuy Cave Park were favourite sights. We even got a taste of the 'Fountain of Youth' that drips from the roof of the caves. *Silhouette* was anchored in the mangrove estuary of Salinas, home to endearing manatees. We watched one of them drinking water from a marina hose on our final day there.

What a great way to end our stay in Puerto Rico. 🌴



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