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# Skipper's View

WE SALUTE THE COAST GUARD IN ITS SEARCH FOR *CHEEKI RAFIKI* LAST MONTH, WHICH STIRRED MANY READERS TO GET IN TOUCH



**THIS TIME LAST MONTH**, we were frantic for news of *Cheeki Rafiki*, still unaccounted for in the North Atlantic. Now we know the worst, that the four crew were tragically lost and that the boat turned turtle when she lost her keel.

Search and rescue teams laboured long and courageously to find the boat and search for any sign of survivors in a liferaft – all to no avail. It is to the credit of the US Coast Guard, leading the search, that it responded so well to widespread calls to restart operations after earlier concluding that there was no point in continuing. It was a testament to the power of the 240,000-plus signatures on the petition to that effect.

It is still my belief that the search for lost boats and crews should continue until we know what has happened, or have definitive evidence that there are no survivors. When you are a long way from safety, struggling to survive in a liferaft with no electronics and dwindling supplies, that is the only hope you can cling to.

An MCA investigation is now under way to piece together what really happened out there, so many miles from land and from help. We will wait to hear its conclusions, but in the meantime we have looked into some of the issues around the tragedy and provide our own report on p12. And we'd like to hear from you with your own stories of heroism at the hands of the Coastguard and the RNLI.

Otherwise, this issue has a northern bent to it, with a look at sailing in Scotland. I passed my Yachtmaster in the waters off Wester Ross last month, and the sweat has only just dried on my brow. It was an exceedingly tough exam and one that tested the ability to think and act under pressure as much as it did boathandling skills. You can read about it on pp74–78, alongside tips from top RYA instructor Craig Burton. Or for less of a workout, read about cruising the beautiful far north-west Scottish coast on pp24–32. It's a stunning part of the world, the people so welcoming to Sassenachs like me, and I know that I'll be back – hopefully in my own Sadler 34 next time.

Sam

Sam Fortescue, editor



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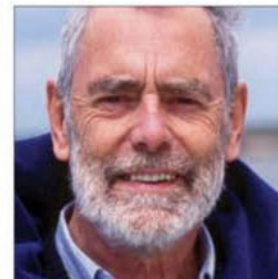
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ROMAIN TROUBLÉ is a former Louis Vuitton Cup sailor and now sails the late Peter Blake's schooner *Tara*



ROD HEIKELL has cruised the world's tradewind routes and written many pilot guides to the Med



DAG PIKE is a sailor and powerboat racer who helped developed the RIB in the 1960s





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SAM FORTESCUE

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## J-Class

Photo by Jesus Renedo

Astonishingly, this is the cobalt-blue water of the Mediterranean – not the mid-Atlantic. *Lionheart* is powering downwind off Menorca with her 15,000sqft (1,394m<sup>2</sup>) spinnaker. She was drawn by Sparkman & Stephens in the 1930s, but never built – the Vanderbilt America's Cup Syndicate selected an alternative design, which became *Ranger*. *Lionheart* had to wait until 2005 when she was proposed by Dutch naval architect Andre Hoek, then built by Claasen Jachtbouw for launch in 2010.



# Ebb and flow

EVENTS | GOSSIP | NEWS FROM THE SAILING COMMUNITY

## COLLISION CONSEQUENCES

**CARDIFF BAY YACHT** Club has been fined £40,000 and its chief instructor has been given 180 hours of community service following a court ruling regarding a collision in October 2010.

The boats from Cardiff Bay Yacht Club were carrying 13 girls when they collided in the darkness in 2010. The court heard the boats – one carrying more passengers than it should have done – were speeding without navigation

lights, radios and without any risk assessment made.

Robert Cotter, surveyor in charge at Cardiff Marine Office was highly critical stating that: “High-powered RIBs need to be used responsibly. Operating these vessels in the dark with no navigation lights is foolish in the extreme. The safety of all on board and other users of Cardiff Bay should be the number one priority...”

One girl who was knocked unconscious began to

deteriorate and was collected and taken to hospital by her mother. This child was later diagnosed as suffering from a life-changing brain injury for which she is still receiving treatment. Another child suffered three compressed discs in her spine.

The incident was not reported to the Maritime and Coastguard Agency (MCA) until the parents of the seriously injured girl contacted Cardiff Marine Office a year later.

In a statement, Cardiff Bay Yacht Club commented: “The club has always accepted responsibility for the incident and has been the subject of comprehensive and in-depth investigations... The Club is pleased that the Judge today accepted that the incident had been taken very seriously by it and that we had implemented all recommendations made.”



The two CBYC rigid-hulled inflatables were said to be jumping one another's wake before the crash

## \$10m US yacht capsizes

**A \$10M MOTORYACHT** has capsized during its launch in the US causing some damage, but injuring none.

The 90ft (27.4m) boat, which is said to have cost at least \$10m, was being launched in Anacortes, Washington. The vessel entered in a lightened state, as is usual at the yard, which has launched many new boats of a similar size.

However, the yard's launch dolly shifted position and fell off the edge of the ramp, with

the boat following. Five members of the boatyard were on board at the time of the

incident and needed to be recovered by other members of staff who smashed a window with a fire axe as the boat, rather worryingly, began to sink. The builders are paying for the recovery operation. See the video at [www.sailingtoday.co.uk](http://www.sailingtoday.co.uk)



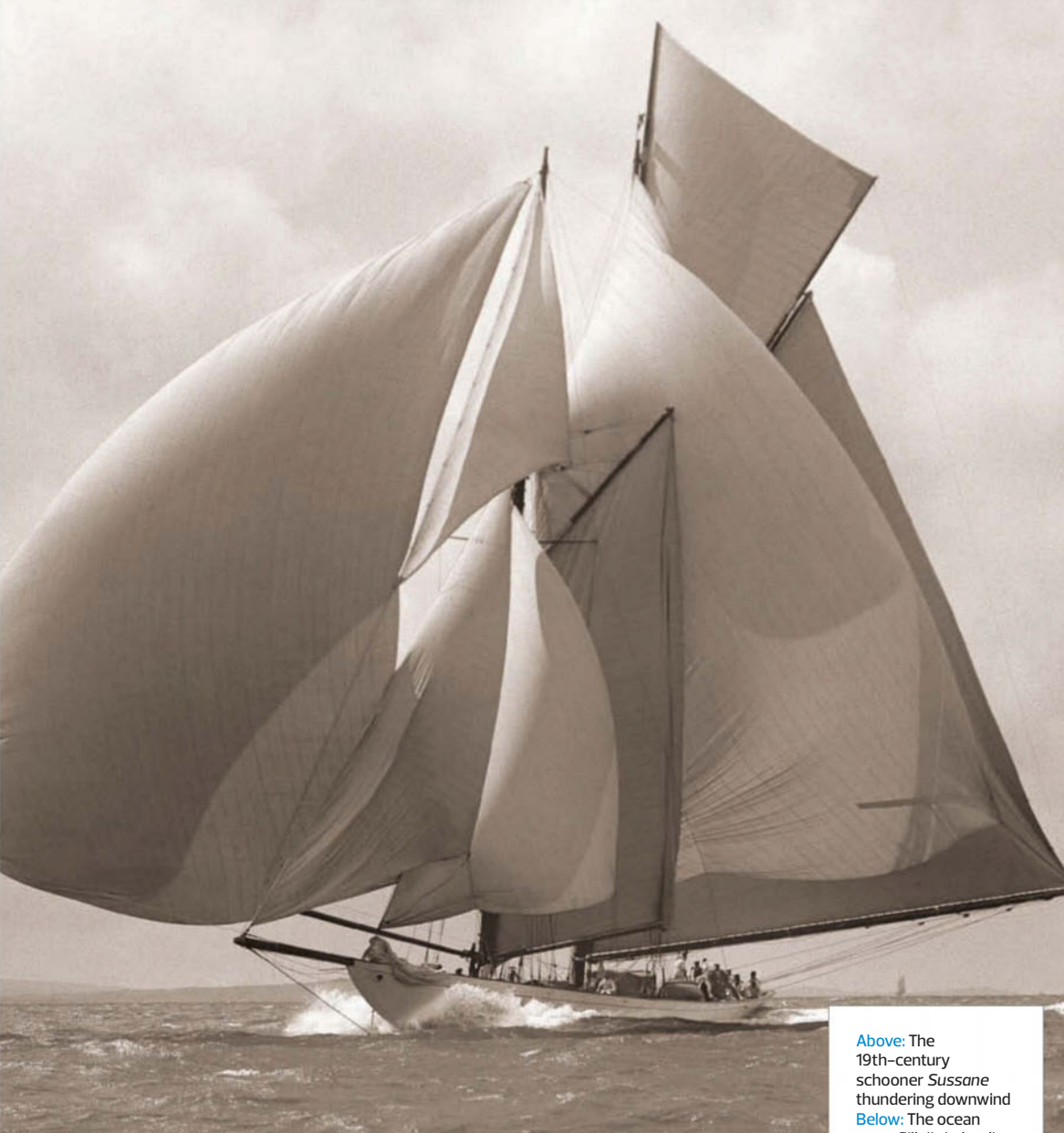
### Trapped teen

A teenager was rescued after she became trapped underwater during a flyboarding demonstration at the All Wales Boat Show. The incident occurred on the final day of the show, when the 15-year-old girl got wedged between a boat, a buoy and the flyboard. She was underwater for more than five minutes. A doctor gave the casualty CPR and was able to bring her round after a staggering 45 minutes. She is recovering well.

### MS VOYAGE

Danish yacht *Oceans of Hope* has set out on a circumnavigation – the first by a yacht crewed by people with multiple sclerosis





**Above:** The 19th-century schooner *Sussane* thundering downwind  
**Below:** The ocean racer *Silk II* pitchpoling off Calshot, near Southampton

BOKEN

## History for sail

**PROBABLY THE WORLD'S** most famous name in marine photography, Beken of Cowes, is up for sale, including the entirety of the back catalogue.

The collection, which is inextricably entwined with several generations of Britain's nautical prowess, has been tracking the way the British disport themselves on the water since 1888.

This collection of more than a million images, which ranges from the era of 12in x 10in glass plates, to today's digital images, is a "national treasure" that can go on earning its keep for many more generations.

Sailors and powerboaters of every status, from weekend warriors to household names like Robin Knox-Johnston

and Ellen MacArthur, along with many of the crowned heads of Europe, have crossed the threshold of the famous business in Cowes to buy the legendary images that three generations of the Beken lineage have produced.



Over the years, Frank, then Keith and now Kenneth, have produced more than 20 books, and for the last 40 years the world-famous Beken

Calendar. They have recorded all the major events on their home stretch of water, the Solent, and also travelled the world to many renowned regattas like the America's Cup, the Tall Ships Race, offshore powerboat races and the Olympics.

After 40 years afloat with his camera, Ken Beken is ready to retire, and this window on nearly 200 years of British maritime history is for sale. We at ST desperately hope it remains a current and working business, still supplying photographs from the ongoing world of sailing and powerboating.

For further information and enquiries, contact: [beken@beken.co.uk](mailto:beken@beken.co.uk)

### GOING UP



**SKIN CANCER CURE?** A drug has had 'spectacular' effects on seriously ill melanoma patients with one in six already being cured, a European health conference was told. If the success rate continues, more than half of advanced skin-cancer sufferers – who usually die within months of being diagnosed – could be saved.



**BEAR BOAT** Bear Grylls is to become the face of a new adventure boat tour after partnering with a local business in Anglesey.



**MOBO MURDER?** A young father was killed after two men pushed him from a motorboat near Friars Cliff, Dorset, and ran him over with the boat's propeller, a court heard – the men say they were acting in self-defence.



**SHIPPING FORECAST MISSES BROADCAST** For the first time in more than 90 years the BBC missed a shipping forecast at 5:40am on Friday 30 May. The technical issue caused the BBC World Service to play instead. The forecast was eventually played one hour later.

### GOING DOWN



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## FEWER FATALITIES

New figures from the Casualty Review Panel show that an increase in lifejacket wearing has resulted in fewer deaths at sea since 2007



### BART'S BASH

The Andrew Simpson Sailing Foundation has announced the launch of the new Bart's Bash website and the opening of the individual sailor sign-up process.

Bart's Bash is a global sailing race and fundraising event, which will take place on Sunday 21 September 2014. The first three competitors to sign up were four-time Olympic Champion, Ben Ainslie; double Olympic champion, Iain Percy; and two-time America's Cup winner Jimmy Spithill. Sign up at: [www.bartsbash.co.uk](http://www.bartsbash.co.uk)



## Traditional lifeboat trip

**MEMBERS OF THE** Charles Henry Ashley Boat Club, founded to preserve a 1907 Watson-type lifeboat, are planning to sail and row her around Anglesey.

The adventure is planned to start on Saturday 19 July, and the first leg will take them to Holyhead for an overnight stay. As well as the core crew, they will be taking additional

members on each stage of the journey who are prepared to get sponsorship (minimum £25). More information can be found at: [www.cemaesclassiclifeboat.co.uk](http://www.cemaesclassiclifeboat.co.uk).

## Perfect pitching power

**A BRITISH COMPANY** has developed a device that can produce electricity whenever a vessel rolls or pitches at sea.

WITT Ltd's device harvests energy from a vessel's motion at sea, mainly rolling and pitching, but also turning and rising/falling. Gears and

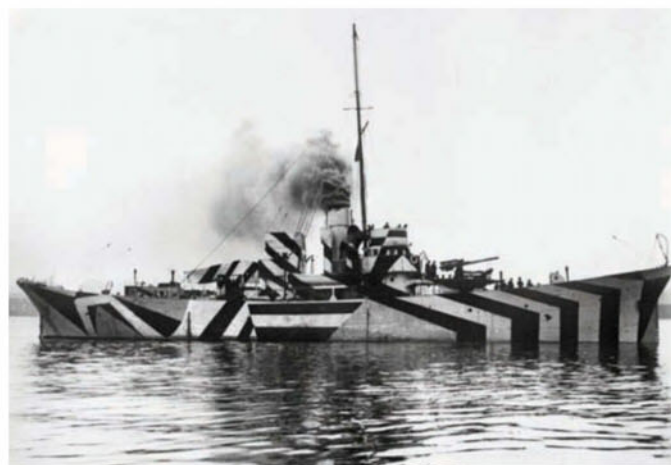
levers turn this into torsional energy to drive a generator.

It works on a similar principle to the powering devices used in self-winding watches, but on a much larger scale. One of the first uses could be to power lights on navigation buoys.

The technology was developed in 2009 and now a team has been assembled to exploit it for maritime use. Included in the development team are the Universities of Plymouth and Exeter and the marine services company A&P in Falmouth.

## Razzle-dazzle design

Painters from British shipyard and engineering services company, Cammell Laird, have started work transforming a pilot boat into a camouflage-dazzle design to mark the centenary of the First World War, in which the company played a key role. The dazzle design was a system for camouflaging ships that was introduced in early 1917. The idea was not to "hide" the ships, but to paint them in such a way that their appearance was optically distorted.





## CHEEKI RAFIKI INVESTIGATION

# What went wrong?

**AS WE WENT** to press last month the tragic story of the four British yachtsmen lost in the North Atlantic in their yacht *Cheeki Rafiki* was developing. Sadly, shortly after *ST* went on sale, the boat was found without her keel, the liferaft still on board, ending any hopes that the four men had survived.

Following discovery of the boat and the release of a number of images by the US Coast Guard, questions quickly turned to what went wrong. An investigation has been launched by the UK's Marine and Coastguard Agency (MCA), which is unwilling to comment in the meantime. A spokesman would only say: "The matter is under investigation by the MCA as lead authority, and the police."

Still, the shots of the upturned yacht have provoked no shortage of debate within the

not in keeping with an impact, but looks to be the result of the parametric rolling any yacht will experience on an ocean crossing."

Geary believes this would be consistent with reports from the crew themselves – James Male, Andrew Bridge, Steve Warren and Paul Goslin. On Thursday 15 May, they contacted the US Coast Guard and Stormforce Coaching, through which they had chartered the boat, to report they were taking on water. This would have meant the boat was rolling more readily in the seas, exacerbating any problems with the keel.

Furthermore, that the crew diverted to the Azores (1,000nm closer than Southampton, their planned destination) indicates that they did not think the keel had been significantly compromised. They also said at the time that they were not able to identify the source of

Whatever the state of the keelbolts, there were likely to be a number of other factors that contributed to the tragedy. Some have got in touch with *ST* to suggest that the entire Recreational Craft Directive (RCD) categorisation system needs looking at.

"We are currently cooperating with the MCA and the MAIB in any way we can so are not willing to comment on any specifics to do with the case," said Jane Gentry, chairperson CEO of the Yacht Brokers Designers and Surveyors Association.



GRAHAM SNOOK

"There are likely to be a number of factors at play. It will be a case of the MAIB peeling the layers of the onion to understand how we might prevent a repeat incident."

### Liferaft in place

One of the 'layers' that may be up for discussion, beyond the keelbolts, will be the suitability of the liferaft on board and why it was not deployed. *Cheeki Rafiki* was chartered with a 12-man liferaft, which would be suitable for a full racing crew, but with weight typically ranging between 40-70kg it could have been a struggle for a four-man crew to deploy, especially with some members dealing with the leak below.

A spokesman for the US Coast Guard said: "The US Coast Guard has confirmed the liferaft aboard the capsized sailing vessel *Cheeki Rafiki* was secured in its storage space in the aft portion of the boat, Friday [18 May], indicating it was not used for emergency purposes." It has later been revealed to *Sailing Today* that the liferaft was in the cockpit locker, which would have made access difficult. The question of whether the crew did not, or could not, get the liferaft into position is one that, again, may go unanswered.

The yacht has since sunk in more than 3,000m of water, and we understand that a salvage by investigators is extremely unlikely. They are instead making use of the images taken by the US Coast Guard and their rescue swimmer confirming the liferaft's placement.



US COAST GUARD

**Main:** The upturned hull of *Cheeki Rafiki* clearly shows that the keel tore itself free from the hull laminate  
**Above right:** Keelbolts on another First 40.7

sailing community. A look at the images seems to imply that the forward and aft keelbolts sheared, while the middle four ripped themselves free of the boat, stripping a portion of the hull laminate.

### Keel problems

Chartered surveyor, Ed Geary, told *Sailing Today*: "While there's no evidence to support their theory, some 'experts' have speculated that the keel may have struck a semi-submerged object such as a container.

"Whether the keel struck anything is irrelevant considering the undamaged apertures of the forward and aft keelbolts; their clean separation indicates they were structurally unsound. The keelbolt sheer is

the leak. This would strongly support the claim that the failure was not an immediate result of an impact – though the possibility of previous impact cannot be discounted.

Though the cause of the keelbolt failure may remain unknown until the investigation is complete – and perhaps beyond – the builder of the First 40.7 was quick to point out how rare this type of accident is. A spokeswoman for Beneteau said the boat had a Category A rating, adding that: "Nearly 800 First 40.7s have been built and sold from 1997 to 2008, and we have never faced any keel issues similar to what has occurred with *Cheeki Rafiki*... At this stage, it is too early to draw conclusions about the circumstances of this accident."





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# New boats

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## CIRCUMNAVIGATOR



### Dehler 46

from £325,000

Presented at the Dusseldorf show, this boat should be in the water by July. She is robustly built with an integrated frame to spread the loads. Her lines are sleek and elegant, with the trademark tapered coachroof, twin wheels and a huge full-width, fold-down bathing platform.

Below, there will be Dehler's usual welter of options for wood, finish and upholstery. She has a large owner's double berth in the fo'c's'le, and a choice of two doubles or a double and a single aft.

► **Builder:** Dehler Yachts, [www.dehler.com](http://www.dehler.com)

► **UK agent:** Inspiration Marine, [www.inspirationmarine.co.uk](http://www.inspirationmarine.co.uk)

### Island Packet 520

£616,800

Due to hit the water this autumn, the new aft cockpit 520 has many of the trademark features of the marque: high topsides, generous cockpit and solid seakeeping, thanks to her traditional long keel.

She's the new flagship of the range, with Lewmar deckgear, cutter rig and in-mast furling.

Below decks, she is designed with three cabins and two heads with separate showers. All interior living space is on a single level throughout, with several choices for the "third stateroom" configuration. The galley comes with a fridge and separate freezer, microwave and three-burner hob, as well as Seagull water filter. And there's generous storage and machinery space.

Tankage is epic: 1,135lt (250gal) for water and 757lt (167gal) of diesel to fuel the 110hp Yanmar engine. This is a boat that is designed for serious exploring.

► **Builder:** Island Packet Yachts, [www.ipy.com](http://www.ipy.com)

► **UK agent:** Walton Marine, [www.waltonmarine.co.uk](http://www.waltonmarine.co.uk)



### Southerly 36

£282,000

Billed as a bluewater cruiser, this is Southerly's first new boat since going bust last year. It has been designed by Stephen Jones with a modern hull and the brand's trademark variable-draught keel and is an updated version of the successful 110.

She can be sailed by two people, but still has a powerful 864sqft (80.3m<sup>2</sup>) mainsail and a removable bowsprit for flying the gennaker. Below, she has panoramic views through the pilothouse windows in the raised coachroof, while front-opening windows provide extra ventilation when sailing in warmer climes. She also has a large aft owner's cabin and V-berth for'ard.

► **Builder/UK agent:** [www.southerly.com](http://www.southerly.com)



## Sunbeam 40.1

£245,000

Prolific Austrian boatbuilder Sunbeam is launching this mid-sized, sporty cruiser. Semi-customisable, she sports twin rudders, a semi-open transom, modern plumb bow and a sundeck aft of the helm.

Harken deck gear comes as standard. She is designed to take a 107 per cent roller-reefing headsail, semi-battened main on a German mainsheet system. Below, options include two or three cabin layout.

► **Builder:** Sunbeam Yachts, [www.sunbeam.at](http://www.sunbeam.at)

► **UK agent:** Sunbeam Yachts UK, [www.sunbeamyachts.co.uk](http://www.sunbeamyachts.co.uk)



## Alerion 41

from c£391,600

Classed as a performance cruiser, the 41 is Alerion's new flagship. The American builder has continued its focus on easy singlehanded sailing with push button reversible winches and all control lines within reach of the helm. The deck is uncluttered and there is a, now ubiquitous, drop transom for bathing.

Alerion makes much of its hand-finished bulkheads and doors, with various colours and woods available. The main berth is for'ard, with a smaller quarter berth.

► **Builder:** Alerion Yachts, [www.alerionyachts.com](http://www.alerionyachts.com)

► **UK agent:** SD Marine, [www.sdmachine.co.uk](http://www.sdmachine.co.uk)



## J/122 Evolution

from £235,078

A new Evolution version of the successful J/122 has been launched by American builder J/Boats, to give the tried and tested 40-footer (12.2m) a more modern look and feel.

In collaboration with Roseo Design studio, the boat has been given a more uncluttered, luxurious finish below with a newly-designed navigation station and heads.

New hull portlights are described as a 'minor revolution' for the yard, but otherwise the hull and deck remain identical. The boat has proven itself as a successful 40ft IRC-friendly cruiser racer.

► **Builder:** J/Boats, [www.jboats.com](http://www.jboats.com)

► **UK agent:** Key Yachting, [www.keyyachting.com](http://www.keyyachting.com)



# Word of mouth

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## COMMENT OF THE MONTH

### More than meets the eye

**Like David Jones** (letter "Standing up for rigging" June 2014, referring to your May 2014 article) I don't want to be pressured into re-rigging just because it suits my insurance company. But I'm not sure David is on the right track when he asks for a DIY testing kit, or if ST is either when you say you will talk to insurers and surveyors. Stainless steel is a complicated alloy. Local concentrations of exotic additives like chromium, nickel, molybdenum and niobium can't be ruled out no matter how careful the mixing. These concentrations allow electrical potential difference within the alloy. The positive charge on one part and the negative charge on the other part produce a sort of battery. When electrons flow, steel erodes. Perhaps the people to ask about stainless steel and its strange habits are molecular scientists in a research lab.

David takes issue with the suggestion that rigging be renewed every six to eight years. So do I. But he may be too lax to suggest 15 years. Yacht surveyors and insurance companies suggest re-rigging every 10 years, a reasonable meeting point if surveyors have, as they



claim, evidence that 10 years is long enough for well-cared-for stainless rigging to lose its integrity.

When I was preparing to start my last Atlantic crossing, I decided I would have enough to worry about without finding my eyes drawn to the visibly perfect, but 30-year-old wires and masthead every time the boat heeled to a sailing breeze. I re-rigged. £1,500 may be a big hit to shell out for an average 35-footer [10.7m], but £150 a year for 10 years is not unbearable when set against the routine maintenance costs of an average 35 footer, or even how much you just spent on a bit of "must-have" but not essential kit you are soon to



discover doesn't do the business for you. The point about a rigging failure is what happens next. When the wires go, so do our masts.

**Les Weatheritt, Portugal**

**Editor replies:** When I asked Les about the state of the removed rigging he had this to say: "The mainmast saddle had been heavily built of stainless and was still gleaming. Hand and eye could only find the most minor of abrasions and staining. So it was a bit of a shocker when cracks opened under a gentle hammer. After that it didn't matter how perfect the wires looked the whole lot was going to be changed. It was the hammer that proved the truth."

### The thin orange line

Having spent an excellent weekend at Cobbs Quay in my Southerly 100 Honolee, we caught the 0730 opening of the Twin Sails on our way back to Lymington. With the main sail hoisted, there was suddenly smoke pouring from the engine compartment, the engine siren screamed and the engine cut out.

I steered past the Haven Marina and out into the main channel. My crewman, Richard, made a Mayday call on his ICOM handheld and Portland directed us to don lifejackets (we always wear them at sea) drop the anchor, and evacuate – fortunately there was a small yacht following us out, *Phyllion*, from Weymouth and its skipper Stephen expertly came alongside and took us off... a sad sight leaving my boat with smoke pouring out.

Then the very welcome sight of the cavalry arriving in the form of the *City*

#### PRIZE COMMENT

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

## YOUR PHOTOGRAPHS

**MATTHEW BARRAUD** is campaigning to get new rigging for this boat under #plymouthstallship



**HALLBERG-RASSY** sent us this pic of the editor on a recent test. See next month for the write-up

**CEES DE SMET** sent us this shot of the foghorn at Langness Lighthouse on the Isle of Man







A Tamar-class lifeboat leaving Holes Bay in Poole

of Sheffield lifeboat. The coxswain suggested it was an engine overheat caused by weed blocking the raw water inlet, and he turned out later to be 100 per cent correct! The acrid smoke would be the plastic water lock on the exhaust melting (also correct).

With everything turned off, the smoke lessened and two crew members were put onto *Honolee*, to weigh anchor and effect a tow into deeper water. Then she was taken alongside the well-fendered lifeboat and we were taken back to the Town Quay, where a fire engine, ambulance, police and coastguard were waiting. How lucky we are to live in Britain, to have expert emergency services swing seamlessly into action at 0730 on a Monday morning... wonderful.

After the fire officer had confirmed there were no hot spots in the engine compartment and that it was an engine overheat caused by weed blockage, the lifeboat transferred *Honolee* to the first pontoon at the Haven Marina (who were helpful and accommodating for free). Here the other emergency service,

Seastart, appeared and we were on our way within a few hours. We missed the tidal gate at Hurst – a small price to pay!

My thanks to everyone involved, I am very grateful and pleased I have been an offshore member of the RNLI for many years and encourage all sea-goers to support this wonderful, selfless organisation. I will also check the raw water-inlet filter every trip and I am going to have a more robust system fitted!

**Warren Breach, by email**

## Ezy explanation

In response to our review of the Magic Ezy hairline crack filler in ST205, the manufacturer had this to say: "Although a little disappointed it is a fair review of the product that you received.

"In one of the early batches we had some colour separation and we thought that all the product had been pulled from the warehouse. This article proves that your tubes had fallen through the cracks and landed on your desk for product testing and review."

**Ruth Venning, Kunda Park, Australia**



## Retweet

**We were grateful to see how many of our readers shared rolling coverage of the Cheeki Rafiki story and how many shared the petition to reinstate search efforts.**

US Coast Guard skipper Anthony Popiel was reported as saying that the crew's survival time was estimated at just 20 hours – completely wrong – US Coast Guard should re-start the search....

**Sue McLagan – Facebook**

Agree. They should start by trying to recover the floating hull to ascertain it was *Cheeki Rafiki*. Why could the tanker not have practised a man overboard drill and sent a RIB out to inspect? If the liferaft was missing then there will be hope. What am I missing here?

**Geoffrey Pidduck – Facebook**

**While at the time we also found it confusing that the *Maersk Kure*, a chartered container vessel owned by Costamare in Greece who first spotted what they thought was *Cheeki Rafiki*, did not stop and check, it later transpired they were ordered onto a different search and rescue zone by the US Coast Guard.**

Looks like the petition helped!...

**Yvonne Green Short – Facebook**

If they were Americans you can bet your life they would be looking further than the end of their nose for them!!!!

**Sharon Louise – Facebook**

This is the power of social media, well done people; let's find these guys.

**Sharon Louise – Facebook**



**GEORGINA MOON** Sends us this image of her boat, *Fandancer* (centre), moored in Fiskardo, Kefalonia



**ENRICO CABRINI** offers this shot of one of the yachts they use for training cadets in the Irish Sea

## GET IN TOUCH

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

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



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# What's on

EVENTS | DIARY DATES | PLACES TO VISIT

## EXTREME SAILING SERIES CARDIFF | 22 AUG

**The ESS circus** comes to town. Enjoying a cold beer in the sun (rain) in Cardiff watching the Extreme Sailing Series boats is a thrilling way to spend a day.



PHOTO: EXTREME SAILING SERIES

## COWES WEEK | 2 – 9 AUG



**The big regatta** for racers in the UK. Last year organisers introduced a special race day for cruisers on the final weekend, repeated this year.

## FALMOUTH | 28 – 31 AUG

**Over 40 Sail** Training vessels from around the world, including a number of magnificent Tall Ships, will arrive in Falmouth for four days of festivities.



## DON'T MISS OUR SISTER TITLES THIS MONTH

### Classic Boat

- Into the shallows: tidal racing with the BCYC
- Why dinghy cruise?
- Antarctica in a work boat
- Clothing: From Ts to shoes



### Yachts and Yachting

- How to start sailing
- Bart's Bash: Join the worlds biggest boat race
- Sailing in the city
- Design focus: VO65



## NEXT MONTH IN SAILING TODAY

**CREAM OF THE CARIBBEAN** We ask top sailors for a guide to their favourite West Indian anchorages

**CRUISING SINGLEHANDED** How to cover the miles one-up

**HALLBERG-RASSY 55** Effortless sailing in Sweden's best-known marque

ON SALE 1 AUGUST

**RAMSGATE** Gull's Eye explores this vital stepping stone between east and south coasts



**Whitby Folk Week** 16–22 Aug. Folk festival nestled in the pretty fishing port of Whitby.



**Behind the scenes of ships' clocks** 5 Aug. Get a good look at a number of ships' chronometers belonging to the National Maritime Museum.



**Town Regatta** 30th Aug. Mersea Town Regatta. Features fun events, food and boating.



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- **Contact:** [www.royalyachtbritannia.co.uk](http://www.royalyachtbritannia.co.uk)
- **Price:** from £1,890 per day



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- **Price:** c£2,050



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- **Contact:** [www.old-pulteney.myshopify.com](http://www.old-pulteney.myshopify.com)
- **Price:** £1,500





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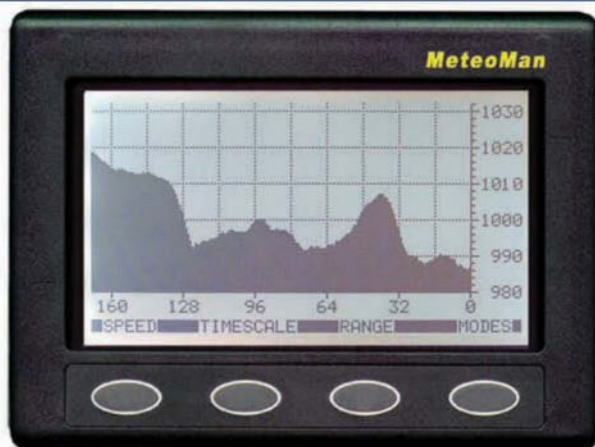
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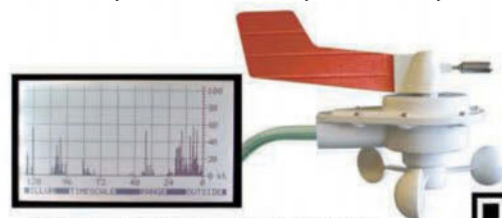
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# Plastic boat

ROMAIN TROUBLÉ IS INVESTIGATING MICROPLASTIC POLLUTION IN THE MED IN THE SCHOONER TARA, AND SAYS WE'VE ALL GOT TO HELP

For a long time we believed the ocean was almost infinite; large enough to absorb the pollution produced by man. But today we know that marine biodiversity is under threat from pollution. Hydrocarbons, plastics, heavy metals, chemicals, nitrates and other complex pollutants are changing marine ecosystems. With the quick development and population growth concentrated in the world's coastal cities, the vast majority of our waters, sewage and waste unfortunately end up in the ocean. The proper collection and recycling of plastics is still in its infancy and is not a reality in developing countries yet.

These various forms of land-based pollution represent 90 per cent of the waste at sea and are now a major problem not only for marine biodiversity, but also for mankind. Why? First, because they threaten the health of the ocean, putting at risk its ability to deliver the "ecological services" essential for life, such as producing oxygen, absorbing carbon and climate regulation. But also because these pollutants are absorbed by marine organisms and often end up in our food, even if we don't know precisely the risk to our health. A recent study in France found that for every kilogram of mussels we eat, the body absorbs 1g of bisphenol, a component of plastics very harmful to health.

Plastic enters the sea in different forms: bags, bottles, toys, objects from homes and factories. There are also "invisible" plastics, like nylon, or the microbeads used in cosmetics and toothpaste. Every day in our cities, people buy plastic products and indirectly throw them in the sea. We estimate about 6.5m tons of waste dumped annually in the oceans and seas, of which 80 per cent is plastic – equivalent to 93kg per second! These plastics can last for decades in the sea, and are carried by currents into areas called gyres. The biggest of these plastic continents, in the North Pacific, is as big as the state of Texas or half Australia!

The schooner *Tara* – formerly Sir Peter Blake's *Seamaster* – is now in the Mediterranean for a wide research project on microplastic, involving more than 15 scientific institutions. She is adapted for each project, and has a new lab for measuring water samples, a wet lab on deck and storage for up to 4,000 samples, some



C/O TARA EXPEDITIONS

*'Even if only 10 per cent of waste at sea comes from maritime activities, every sailor has to stop throwing hazardous waste overboard'*

frozen in liquid nitrogen. You can imagine, this equipment needs more power than a wind generator and solar panels can provide, so we have an 18kW generator on board as well as a windlass with 3km of line on it. Being flat and beamy with daggerboards, she's a dog upwind, but on a reach she'll sail up to 12 knots. In the past three years, she's covered 170,000nM, half under sail.

Unlike climate change, where global warming can't be stopped, the problem of marine litter can be fixed. The ocean is resilient enough to restore its health, if we stop harming it. For this we need all efforts to raise the issue on the global agenda.

Sailors have a responsibility and can help to change the situation. First, even if only 10 per cent of waste at sea comes from maritime activities, every sailor has to stop throwing hazardous waste over the side. Only biodegradable waste that sinks should go over the side. All other trash should be compacted and discharged only once in port.

Of course, a rubbish compactor is a heavy thing to have aboard – smaller boats should think about removing packaging before they leave port. People forget on the land, but in a boat it's more immediate: soaps and other chemicals go straight into the sea, so use biodegradable products on board.

Plastic bottles are another problem and it's a cultural one in France, where we prefer to drink mineral water. Watermakers produce water that's great to drink, but if you are relying on water from the tanks, think about using an in-line filter to improve the taste.

Finally, boats can contribute to scientific research themselves by carrying sensors or buoys for the census of marine biodiversity, as is the case with Jimmy Cornell's Blue Planet Odyssey or the Barcelona World Race, which requires participants to bring scientific equipment in their IMOCA yachts.

ROMAIN TROUBLÉ is the secretary general of Tara Expeditions, and a former America's Cup sailor, taking part in the 2000 and 2003 French Louis Vuitton Cup challenges.

## YOUR VIEW

Is marine pollution our problem as sailors?



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# Cruising

## WAY OUT WEST

*Sam Fortescue takes on the treacherous,  
but beautiful waters of northwest Scotland  
and finds wilderness nirvana*









*‘There must have been some north in the wind as it was a chilly 10 degrees’*

Skye, Raasay, Uist – these names have long cast a spell over me. But somehow, these rugged islands off Scotland’s west coast have always eluded summer holiday plans. Talk of sailing in June and July and the mind tends to bend southwards to the rocks of Brittany or the Channel Islands.

All that changed at this year’s London Boat Show, where I got talking to Peter Henderson, the owner of Spirit of June Yacht Charter. He wasted no time in telling me that his operation was the farthest north on the British mainland. By the time he’d got onto the places within a week’s sail – from the Outer Hebrides to Talisker’s distillery on Skye’s wild south coast – I was sold.

So it was I found myself heading north with my wife and two friends on the otherworldly Caledonian sleeper. When I awoke early on Saturday, the

rhythm of the wheels had changed into a 1970s clackety-clack, and the Cairngorms were slipping behind us. Then a local train deposited us at Achnasheen – a station, a hotel and a few houses high among the heather. From there it was a 40-minute drive courtesy of the Spirit of June off-roader. By the time we arrived at Badachro (pronounced Bad-a-kro), we were eager to start the cruise.

Our boat was an X-Yachts 43 called *Seanachaidh*, meaning storyteller. Spirit of June manages five other boats from protected moorings here, as well as a base on the Clyde at Ardrossan, allowing it to offer something pretty unique – a one-way charter taking in Scotland’s entire west coast.

Our aim was simpler. We wanted to get a feel for the cruising on offer, visit a whisky distillery – oh, and fit in training for a Yachtmaster exam, a Day Skipper and two Competent

#### WHEN TO GO...

Late May and June are usually the surest weeks for fine weather, but high season for chartering runs all the way through to September, which can also be lovely. The infamous midges are more active in early June and late July







## How to do it yourself

Train to Achnasheen or Kyle of Lochalsh (from £78 return on the sleeper, plus £18 on the West Highland line), or fly to Inverness and transfer.

**Spirit of June Yacht Charter**, Badachro, Gairloch  
Six yachts, 39ft (11.9m) to 44ft (13.4m). From £2,150/week high season, or £425 for five days' RYA instruction.  
[www.spiritofjuneyachtcharters.co.uk](http://www.spiritofjuneyachtcharters.co.uk)

**Isle of Skye Charter**, Ardvassar, Skye  
Fleet of 11 boats, 32ft (9.8m) to 44ft (13.4m). From £1,530/week high season. [www.skyeyachts.co.uk](http://www.skyeyachts.co.uk)

**Moonshadow Charter**, Dunstaffnage  
Luxury Oyster 68 (20.7m). From £3,968 for four nights  
[www.symoonshadow.co.uk](http://www.symoonshadow.co.uk)

**Main:** Heading west out of Loch Gairloch, with Beinn Alligin looming

**Opposite left:** The private pontoon at Badachro gives easy access to the water

**Bottom left:** Flowers bloom in Plockton's microclimate

## More manoeuvres

Next day dawned grey, although the forecast (locally on VHF Ch. 10 or 23) maintained that the weather would be coming from the east, making for benevolent sailing conditions. There must have been some north in it, though, as the air was a chill 10 degrees. With wet hands from the frequent showers, it made for a clumsy morning of boat handling.

We set off southwest, aiming for the middle of Skye, which had been visible the day before behind a veil of mist. Not for nothing is it also known as the Island of Mist. With 18 knots on a broad reach, we soon cleared Gairloch and made for a point just north of the tip of Rona, marked by a white lighthouse. The island lies in the channel between the mainland and Skye and offers a number of anchorages. The northernmost, Loch a'Braighe, has been monopolised by buildings connected to the nearby BUTEC submarine testing range. "You can anchor there," Chris told us, "but why would you come to

Crews. All in five days. "No problem," said our instructor, Chris Miles, and it wasn't – except for the distillery part.

## Loch Short-loch

It took a day or so before any of us felt confident pronouncing the boat's name on the VHF, so just as well that we began with manoeuvres to gauge the crew's competence, reaching back and forth across Loch Gairloch. In Gaelic, this name is a description, meaning short loch. The chart is littered with long Gaelic names, but some crop up repeatedly. One such was Shieldaig, meaning 'herring bay', where we spent our first night.

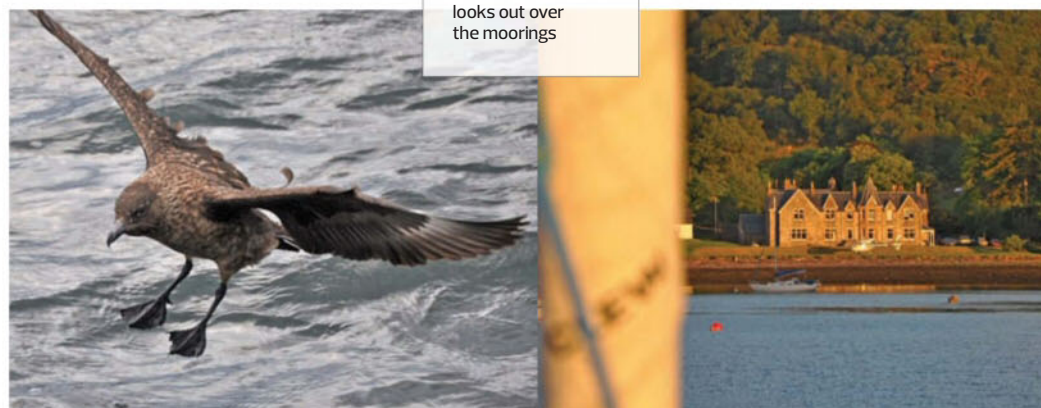
It is only a few miles from Badachro, and even less if you are prepared to try the perilous east exit. We weren't, and sailed the longer way round, gradually losing our wind as we neared the head of the loch. Storm moorings have been laid for the small local fishing fleet, but can be borrowed by visiting yachts. The bay is overhung by the huge bulks

of Beinn Alligin (985m) and Baosbheinn (874m) to the southeast, which turned red in the sunset.

Part of the sail training deal with Spirit of June sees all meals and snacks provided by Peter's wife Mary. Chris made an excellent host and quickly knocked us up a curry of epic proportions. After a poor night's sleep on the train, we were all in bed before darkness fell at 11pm.

**Below left:** A Skua got the wrong idea and trailed after us hoping for fish

**Below right:** The Shieldaig Lodge looks out over the moorings







## SEANACHAIDH

X-Yachts 43, 2004

<b>LOA:</b> 42ft 5in (12.9m)
<b>LWL:</b> 37ft 6in (11.4m)
<b>Beam:</b> 13ft (4m)
<b>Draught:</b> 8ft 2in (2.5m)
<b>Displacement:</b> 18,960lbs (8,600kg)
<b>Engine:</b> 50hp Volvo Penta
<b>Upwind sail:</b> 1,033sqft (96m <sup>2</sup> )

north-west Scotland and choose a spot that looks like Portsmouth Harbour?!"

Far more beautiful is Acarsaid Mhor to the south, where we headed after a few MOB drills. It is a narrow twisting sound overlooked by the island's only permanent inhabitant, but as with all of privately owned Scotland, you can land as long as you behave responsibly. The anchorage looks open to the northwest, but this entrance is choked with rocks awash at low water. Better is to enter from the southwest, round Garbh Eilean, marked with a helpful white arrow. Stick close to the south shore, as a covering rock lurks here. The mooring costs £12 – even for short lunch stays, but there's plenty of room to anchor in thick mud.

## Big Skye

The weather perked up after lunch and we set a course south to Portree, the capital of Skye. Rona gives way to the more populous island of Raasay and the channel between it and Skye narrows under tall cliffs that are home to sea eagles. The water is more than 100m in places, but the protection is good except in northerlies, when the swell gets funnelled down the Sound.

Portree is a colourful little fishing harbour, surrounded on three sides by cliffs, with mountains towering behind it. The rain now long gone, it felt

almost Mediterranean in the late afternoon heat. Chris put the crew through its paces sailing onto moorings and going alongside the pontoon and, when we had finished, I had an irresistible urge to swim. The crew watched in astonishment, Chris's finger poised over the Day Skipper syllabus booklet, as I launched myself over the side. Silence followed, my heart racing away and depriving me of speech for a moment or two. The boat's instruments had lied when they put the water temperature at 32° – 10° was closer to the mark. Clearly some hefty calibration was in order. Extreme swimmers should also keep an eye out for jellyfish, which we saw everywhere – most are harmless Aurelia, but we saw the odd stinger as well.

After listening to a nearby boat contacting the Stornoway Coastguard for his own forecast, we sat down to a copious spag bol. Then we repaired ashore in the tender – paddling canoe-style as the outboard wouldn't start. It was only around 400m to the pontoon, but we worked up a thirst, which we slaked at the Isles Inn, with

### USEFUL CONTACTS

**Badachro Inn**  
01445 741255  
**Gairloch HM**  
01445 712140  
**Acarsaid Mhor, Rona**  
07831 293963  
**Portree HM**  
01478 612926  
**The Isles Inn, Portree**  
01478 612129  
**Plockton HM**  
01599 534589  
**Plockton Inn**  
01599 544222

its own peaty brew and a roaring fire. Locals were outnumbered 10 to one by tourists, but they weren't bothered, and there was much cross-cultural chat over vodka shots and Irn Bru. Other watering holes can be found in the hotel bars and there are a host of eating options.

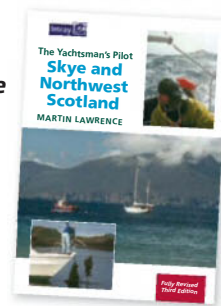
## Desert islands

With a bit more time, we might have spent the morning ashore, driving the

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## Gaelic terms

**Eilean** – island

**Mor** – big

**Beag** – small

**Acarsaid** – harbour

**Inver** – mouth of the loch

**Ard** – high/steep

## Top five brews

**Isle Ale** – Skye

**Pollinator** – Black Isle Brewery

**Skye Gold** – Isle of Skye

Brewing Co

**Happy Chappy** – Cromarty

Brewing Co

**Schiehallion lager** –

Harviestoun Brewery



## *‘Wearing glad rags under our wet gear, we squelched to the Plockton Inn’*

10 miles to the Talisker distillery on the island's south coast, but we had to crack on. There was little wind as we motored south through the Raasay Narrows next morning, but our 50hp Volvo had us roaring along at over 7 knots. In principle, you can follow the east coast of Skye down inside Scalpay, but it shelves to a few metres and with a 2.5m draught, our timing would have had to be perfect.

Instead, we motored east across the Inner Sound for a lunch stop at the Crowlins – two islands enticingly

separated by a narrow channel that is navigable all the way at HW springs. There is well-protected anchorage here, and would-be explorers can put ashore in the dinghy for a taste of wild Scotland – all bogs and boulders and heather and not a soul – just sheep.

Our trickiest pilotage came courtesy of nearby Plockton, which is tucked behind a headland in Loch Carron. A soup of rocks mines the passage in, seasoned with a few low-lying islands, but happily two useful transits are all that's needed to make sense of them. The first is marked by a new white cage beacon – hard to miss, even in

the Scotch mist that overtook us on the approach. The second requires a handbearing compass.

There are 10 or so yellow-and-blue visitor's moorings in the harbour, and we took care to pick one as close to the pontoon as possible, to shorten the paddle ashore. Wearing glad rags under our wet-weather gear, we squelched along to the Plockton Inn, where they made cheerful space for us.

The inn has a good range of cask ales and malts, as well as excellent local seafood. Try the seafood platter, which included a mountain of langoustines (known round here as prawns). Outside these coastal communities, there seems precious little appetite for the beasts, which are mostly shipped off to sate French and Spanish diners. This is a shame, because they're almost sweet when they're fresh. A close relative, the spiny, has a skinny body but much longer claws. I have only seen them on plates up here.

Plockton also offers a village store, newsagent, a railway station on the highly scenic Inverness to Kyle of Lochalsh line, and the vast Victorian pile of Duncraig Castle on the hillside.

## Schadenfreud

Tuesday dawned fair, with none of the cloud we'd seen on previous days. There was satisfaction among the crew to hear on the forecast that low pressure over East Anglia was working its way towards the Solent. Up here, we were slapping on sun cream.

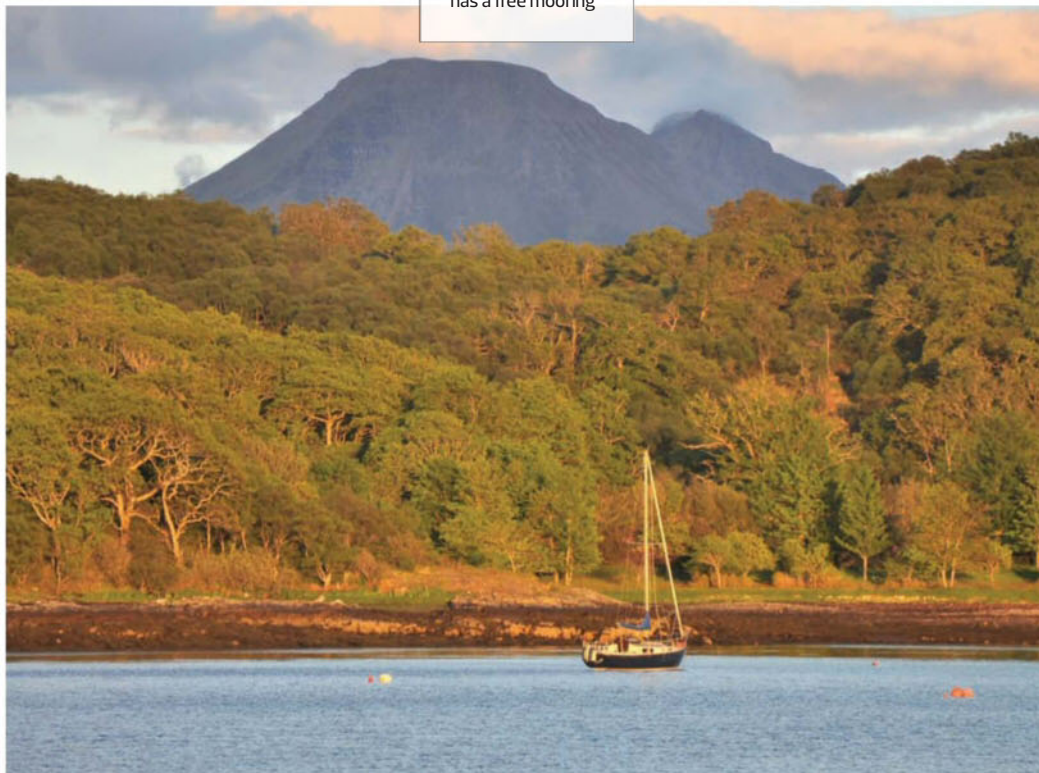
A brisk northerly forced us to reef, but then we enjoyed an exhilarating beat up the Inner Sound – seizing the odd lift, tacking when we were headed. Our X-Yachts 43 made an easy 7 knots to windward, and we'd already learned how easily she carried her way.

Past the Applecross Peninsula, dotted with bothies, but unserved by

**Above:** The Plockton Inn does a mean seafood platter

**Above right:** Skye's mountains seem to absorb the rain

**Below:** Loch Shieldaig usually has a free mooring







Clockwise from top: Fabulous views from the summit of Stac Polaidh, a few miles inland; Ullapool is still a busy fishing port; Skye's capital Portree is known for its brightly painted houses; (L to R) the editor, Day Skipper Alex and Competant Crew Alex pose in front of the Crowlin islands







### Points farther north

With a slightly longer cruise, there are some excellent ports of call to the north – conditions permitting. Some 15 miles from Gairloch is Loch Ewe – the muster point for the Arctic Convoys during the Second World War. Then there's Ullapool, tucked far into the shelter of Loch Broom, with its famous Seaforth fish and chip shop – also a restaurant serving excellent seafood.

The beautiful Summer Isles to the northwest offer some good anchorages, but Isle Ristol is now a bird sanctuary. Facilities are few and far between here, but you can stock up on the mainland at Polbain. There are some great beaches here.

There are myriad fair weather anchorages up the rugged coast to Lochinver, which is a pretty fishing harbour, well protected in all conditions. There is a small marina here and good facilities, including the fine Caberfeidh pub, which pulls top-notch pints and serves the best seafood we tasted in Scotland.

Farther north still, the deep inlet of Loch a' Chairn Bhain gives access to the tiny village of Kylesku, where there is anchoring and some local moorings – and excellent dining at the Kylesku Hotel. As late as the 1930s, there was no way of getting vehicles across, but a distinctive bridge now spans the loch, air draught around 22m. Kinlochbervie is the only other major port, with good shelter in Loch Inchard.

**Above:** Langoustines, known locally as prawns, are trawled in these deep waters

**Right:** Shelter and fine views at Kylesku



## *'With gusty winds from astern, it was sporty sailing'*

any road, where waterfalls tumble out of the high lochs into the sea. Farther north, there are several large yellow buoys, marking the sub ranges for BUTEC, whose control buildings are conspicuously white. Look out for flags and listen for announcements of activity on VHF Ch.16. Boats must cross the range as quickly as possible and not anchor within its boundary.

We should have been able to bear away into Loch Torridon, but the wind followed us round, funnelled by the mountains on either hand. The loch is carved into three segments by huge rock buttresses that narrow first into Shildaig to the southeast, then east into Upper Loch Torridon. Shildaig offers a sheltered anchorage between

an island and the shore in 4-5m.

Upper Torridon, however, has a long fetch and is exposed to easterlies. It makes a dramatic and wild setting, and for serious walkers there are a number of Munros accessible from the shore. But the anchorage felt vulnerable and the boat sheered back and forth on her oversize Bruce anchor all night. I was glad to sail west again after a full Scottish breakfast.

With gusty winds from astern, it was sporty sailing – we chose to sheet in the main rather than set a preventer to weave our way back out to sea again. From here it's a short beat back round to Badachro and past Jamiroquai frontman Jay Kay's bothy on the shore.

Our fantastic cruise was over, but the real test was still to come as we settled down at the cosy Badachro Inn to prepare for the arrival of Peter, my Yachtmaster examiner (see pp70-74 for more)...

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Lochinver has good shelter and a great pub in the form of the Caberfeidh







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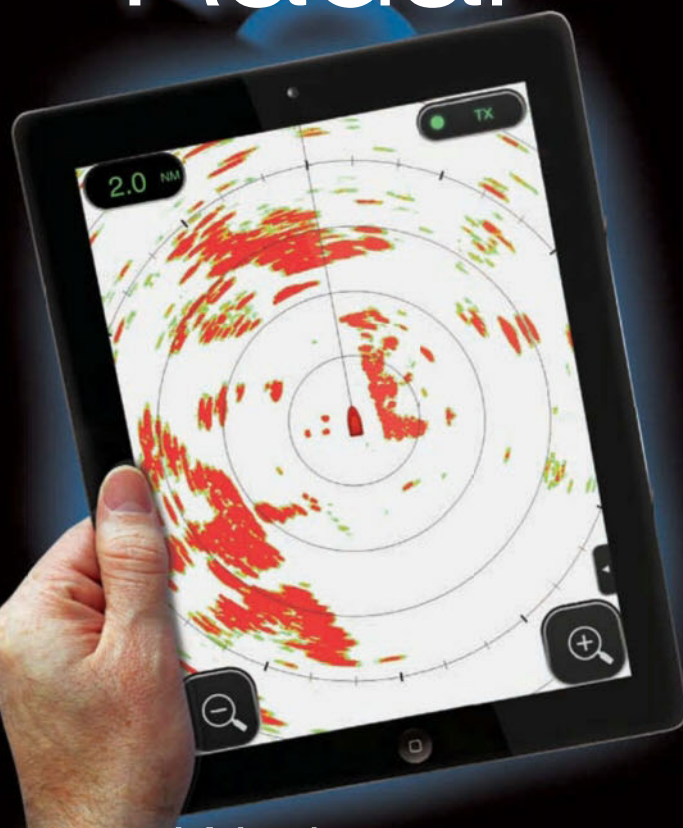
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## GULL'S EYE

# PORTLAND MARINA

### Toby Heppell revisits the sailing venues at the 2012 Olympic Games

Portland as a sailing destination is both adored – it was home to the 2012 'London' Olympics sailing competitions – and feared, thanks to the high winds that can scream over the low Chesil Beach that joins the outcropping of Portland to Weymouth.

Dorset itself offers no end of opportunities for the cruising sailor and with Weymouth and Portland sitting bang in the middle of the

county, it is an obvious point to stop and explore the famous Jurassic Coast.

Two years on from the Olympic Games, there is an excellent legacy in Portland with top-notch shoreside cafes, boat servicing facilities and transport links to name but a few. The relatively new Dean and Reddyhoff marina sits within an inner harbour, itself within the greater Portland Harbour wall, meaning that even if the wind is whistling over Chesil Beach the water remains calm and tranquil.

Main: Portland Marina is well sheltered



### STEPPING ASHORE

The Sailing Academy and newly opened Andrew Simpson Sailing Centre are both on site, where dinghies can be hired and sailing courses undertaken.

Those looking to take in the views can walk around Portland's dramatic limestone cliffs to the lighthouse on the Bill, or in the opposite direction towards Weymouth and explore the town or Jurassic Coast from there. Picturesque Weymouth harbour is lined with fish restaurants and there's also the great beach.

For those looking to slake their thirst or pick up a bite to eat, the restaurant/bar next to the marina office is a good option. It has recently changed hands, but if our lunch was anything to go by it should be a good bet for visiting yachtsmen. Slightly further afield is the always excellent Cove Inn with a strong pub menu, a wide range of local ales and (being in Dorset) good ciders. The view over West Bay from here is excellent and it is well worth the few minutes it takes to walk there from the marina itself.

## Local berth holders

Chris and Christine Swain – Sweden Yachts 390



"We spent many years in the Solent and though we enjoyed our time there it was just

becoming so busy and hectic. We came down here when the marina was finished in 2009 and it has just been so lovely. On a nice day it can feel positively Mediterranean – when it is not too windy of course! There is a great community atmosphere within the marina and the new

Portland Yacht Club that was recently formed is starting to organise a number of rallies and events to get people out on the water more often.

"The best thing here is just how empty the waters are, once you are outside the harbour – and inside too – you have all the space in the world."



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  
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### South entrance

A scuttled destroyer fills this south entrance to Portland Harbour. Under no circumstances should entry be attempted here.

## GULL'S EYE

# PORTLAND MARINA

50° 35' .41N, 002° 25' .56W

### Anchorage

There is protected anchoring in prevailing winds in the northwest of the harbour in about 3m of water. Beware of small craft moorings



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GULLS-EYE FOR PORTLAND MARINA VIDEO GUIDE





### The Cove Inn

Something of a Portland institution, the Cove Inn offers great ales, ciders and food with a spectacular view of West Bay.



### Calm waters

The relatively flat water of Portland Harbour, thanks to protection from the wall and Chesil Beach, means it can be a bit deceptive when windy.

### FACTFILE PORTLAND MARINA

**Contact:** +44 (0)845 430 2012  
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**Berths:** 260

**Facilities:** Wi-Fi, electricity, fuel, shower, lift out, restaurant

**Tides:** Dover -0430

**VHF:** Channel 80

**Costs:** From £1.95/m per day





# Passage planning

PORTLAND: 50° 35' -41N, 002° 25' -56W

## From the west

There are two options when rounding Portland Bill: either take the inshore passage or stand a long way off, both of which are undertaken to avoid the notorious Portland Race. The Race is made from huge tidal eddies on both sides of the Bill that run in a southerly direction for nine hours in every 12 and collide just south of the Bill itself, over the shallow waters of the Portland Ledge.

For the offshore route it is necessary to stand at least 5nM off the Bill to avoid the Race entirely and

*'One of the most daunting aspects is quite how close you get to Portland Bill'*

is most often used by those heading on past St Albans to the east and Exmouth or Torquay to the west.

For those wishing to enter Weymouth Bay, or indeed Portland Harbour, the inshore route can save valuable time and mileage. From the west, do not approach the Race directly, lest you are pulled into it. Instead, head towards the southern section of West Bay aiming for the middle portion of the causeway separating Weymouth and Portland and then proceed SSE to the Bill.

**Above:** Portland is officially a 'tied island' linked to Weymouth by causeway

The inshore route will leave skippers lying around 1 cable from the rocks. The standard advice given is that this route should not be attempted at night, in winds greater than a Force 4 to 5, in onshore winds nor during particularly strong spring tides.

As with all areas that have a dangerous reputation, the trick is familiarisation and careful planning. One of the most daunting aspects of this option is quite how close you get to Portland Bill – locals say you should be able to converse with someone on the shore.

## From the east

Lulworth MoD firing range is the only hazard from the east. There are in fact two ranges here: the inner is more



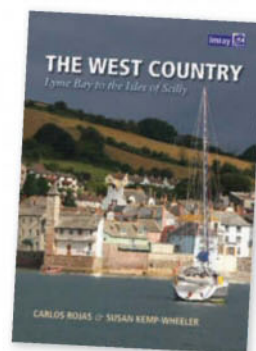
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## CRUISING GROUNDS

Situated on a peninsula that separates two famously beautiful bays, Portland and Weymouth offer the visiting yachtsman a good array of options. Ringstead Bay is a favourite being a couple of hours to the east – so too the famously picturesque (but often very busy) Lulworth Cove. Though popular, Lulworth can also be a rolly mooring if there is any significant swell in the bay. In settled weather there a clutch of stunning little bays tucked in under the famous Jurassic cliffs.

On round Anvil Point, there is the obvious option of Studland Bay (you need to be careful where you anchor though) and on up to Poole.

To the west, Dartmouth and Salcombe are attainable options, though these are perhaps a little far for anyone planning a weekend away, as it involves an eight-hour passage across Lyme Bay against prevailing winds. Perhaps a better option is to nip across the Channel where Alderney or Cherbourg are more than doable and represent an easier sail in both directions...

## Costs

### VISITOR BERTHING CHARGES

Mooring	Summer
Daily	£2.95 /m
Weekly	£18/m
Monthly (excl Aug)	£68/m

### Short Stay

£8.00 per boat (under 40ft)  
 Short Stay (14m+)  
 £14.00 per boat (over 40ft)

Mooring	Winter
Daily	£1.95 /m
Weekly	£13/m
Monthly	£32/m

### Short Stay

£5.00 per boat (under 40ft)  
 £8.00 per boat (over 40ft)

### Season Ticket

14 daily visits over one year (max. 4 consecutive nights)  
 £37/m

likely to impede any yacht transiting from the direction of Poole. Anyone planning on heading through the firing range should obtain the live firing schedule by contacting range control on VHF Channel 8, or calling the recorded answerphone on 01929 404819 (24hrs).

## Final approach

Entrance to Portland Harbour should be made via the northernmost channel, obeying the port traffic signals on 'C' Head. Vessels are instructed to stick to the well-buoyed fairway, turning to the south just off Small Mouth Spit. The southernmost

### Below left:

Modern facilities at the new Dean and Reddyhoff Marina

### Below right:

Weymouth bustles during the summer









# CORRIBEE QUEEN

ELLEN MACARTHUR REACHED THE LONELY PINNACLE OF SOLO RACING, BUT, AS SAM FORTESCUE DISCOVERS, HER HEART STILL LIES IN SMALL BOAT SAILING

When one of the biggest names in British sailing gives up the sport – just like that – you have to take notice. And all that on a point of principle? Even more remarkable. And yet it is now almost five years since Dame Ellen MacArthur bowed out of seriously competitive round-the-world racing, on the cusp of reaching her greatest potential – and Britain's best chance of finding a foil to the dominance of the French – to focus on making the world more sustainable.

"I possibly got out before I peaked," she agrees slightly impatiently. "I do miss the big stuff – I'd never had enough of it. But I don't regret retiring. The hardest thing was to not try the Vendée Globe again [in 2008-2009]. We had the money and the boat and were ready to go."

Since then she has been busy building up her Cancer Trust charity, which gets young cancer patients out sailing, and promoting a Pfundation devoted to changing the way the world does business. But fortunately, she hasn't given up sailing altogether, as she told ST in an interview at London's BT Tower, where she does much of her fundraising.

"I love cruising with others. There is something wonderful about sharing special moments with others, be that seeing a beautiful sunset or sunrise, or the excitement at seeing what lies the far side of a bend in the river. I always missed that sailing solo."

From her childhood, it was cruising sailing that first enthused Ellen. She famously saved up her school lunch money to buy her first boat in 1994 – a 20ft 9in (6.3m) Corribee *Iduna*, which she has trailed up to Scotland in the past and still sails today. Certainly, she has the cruising sailor's aversion to large crowds and busy anchorages. Ellen describes her ideal cruising weekend as going anywhere "quiet and peaceful". In a sentiment that many readers will recognise, she adds: "That wonderful feeling of peace as the morning mist rises off the water is very special."

Despite her record-breaking stint in the custom-built 75ft (22.9m) trimaran *B&Q/Castorama*, she says she's a huge fan of small boats. "Small boats can take you to tiny anchorages and the top ends of creeks – you can escape. I regularly venture out in a tiny dinghy and I absolutely love it. Small boats also cost less to buy and maintain."

She doesn't shy away from getting her hands dirty either, and does all the maintenance work on *Iduna* herself

– "everything from glassfibreing new cockpit drains in, to grinding off the side-deck non-skid areas when it was riddled with bubbles and epoxying it."

When Ellen says she's given up racing, it's not entirely true. She tries to do the Round the Island Race every year on one of her Ellen MacArthur Cancer Trust boats. But it's clear that the bigger joy is actually talking to the young people on board, not getting her hands on the wheel. "During the Round the Island, I'm in the galley always trying to get something interesting into a sarnie."

With its two boats and four charter boats, the Trust is able to take around 350 children out each year – equivalent to seven per cent of those diagnosed with cancer in the UK. She wants to double that by 2016, taking on new boats and chartering others. Ellen describes the Trust's effect as "pressing reset on the kids' lives". The fact that everyone on board has had cancer takes the stigma out of it, and removes barriers to much-needed normal interaction

between the kids. Then the teamwork element takes over. "It's much harder to create this environment off a boat."

Ellen's other focus is on promoting the so-called circular economy – lowering the impact of the world's appetite for new goods.

The Ellen MacArthur Foundation aims to promote a model where resources aren't consumed, but borrowed. The Foundation is working with manufacturers to design goods that can be mended, reused or in the worst case, recycled. It now employs 35 people and is working with household names such as Apple and Philips.

"The Foundation has been a success because I've put my heart and soul into it," Ellen says with real intensity. Eyes half closed, she reels off an impressive list of stats and figures relating to global trade, taken from a report produced for her Foundation by McKinsey. "One trillion US dollars of benefit are available right now."

Perhaps wary of being labelled an eco-militant, she's quick to add: "It's not about behavioural change at all."

As Ellen dashes off to the next round of fundraising activity, I'm left with a strange sense of her restlessness. It's as if the competitive instinct that drove her to succeed at solo racing has been diverted into her two charitable concerns. But her desire to experience the world's quiet moments of tranquil majesty is undimmed. Sailing her *Iduna* or her dinghy allows her to escape from the busyness. As she puts it repeatedly: "I love it."

*'The Trust is able to take around 350 children out sailing each year. Ellen wants to double that by 2016'*





**Opposite:** A view of the impressively beautiful Kalipso bay in Othoni

I have shed an unmanly tear when arriving back in Greece after sailing in other parts of the world. This anarchic country, its landscape and seascape, the cobalt waters and the islands dotted around it, have long cast a spell on me and I feel comfortable here. A spiritual home, if you like.

Greece has the longest coastline in the Mediterranean – around 7,000 miles of it. It's likely Slartibartfast, the Magrathian designer of coastlines in *The Hitchhikers Guide to the Galaxy* had a shaky hand in the indented and wiggly coastline of the Greek mainland and islands. There are sheltered gulfs and bays everywhere, often hiding a harbour, some quite tiny fishing harbours and others big enough for the local ferries to berth in. The sheer number of places to bring up for the night is reflected in the 536 pages of my *Greek Waters Pilot*.

To this landscape add a settled summer season with predictable winds and you have one of the most wonderful cruising areas in the world. True, the *meltemi* can blow through the Aegean at up to Force 7-8, whipping the sea into a frothy maestrom, but it usually only manages Force 5-6 and it doesn't blow all the time. It blows in an arc from the northeast in the northern Aegean, curving to the north in the central Aegean and to the northwest and west

in the southeast Aegean. Going south and east with the *meltemi* is a sleigh ride – it's getting back to the north and west that can be difficult. When the wind dies off make the most of it and head for the next island. On other days it is best to shrug off that timetable, give yourself a break and take time out.

The harbours and anchorages below are a mixed bunch of places scattered around the coast and islands of Greece. Most of them afford good shelter with the prevailing winds, although getting to some of them can be a bit bumpy and a couple of places, Manganitis on Ikaria in particular, should only be visited in calm weather.

## 1. OTHONI

### Northern Ionian

39°50'.3N 19°24'.2E

Perched above Corfu is the island of Othoni and on the south side sits the village of Othoni. At one time the anchorage was used as a stepping stone between the heel of Italy and Greece and it's still used today by Italian yachts making their summer pilgrimage west. This gives the place a distinct Italian flavour: *spaghetti frutti di mare* and risotto with squid ink in the tavernas – oh, and lobster with probably the best prices in the Med if you are treating yourself.

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*'Methoni comes as a bit of a relief if the maistro has been blowing strongly'*



The old fishing harbour has now been revamped and you can berth in here, anchor off or take a long line ashore inside the breakwaters. If you are going to the new harbour keep well off the coast where a rocky shelf extends out for some distance and make the approach from somewhere around SE into the entrance. The old harbour and the new one are good with the prevailing NW-W winds, but avoid it if a southerly is blowing.

#### Other places nearby

**Erikoussa** – Just 10 miles away is sleepy Erikoussa where there is good shelter in the bay from NW-W winds.

## 2. METHONI

### Western Peloponnese

36°48'.83N 21°42'.58E

You can't mistake the approach to Methoni. The hexagonal Turkish tower stands out from seaward, joined by a delicate bridge to the massive walls of a castle on the west side of the anchorage. It was called the 'eye of the Republic', one of a series of Venetian castles built to guard their trade routes.

Methoni comes as a bit of relief if the *maistro* has been blowing. You come in



**Above:** View from Methoni of the attractive stone bridge that crosses the moat to the monumental land gate of the Venetian fortress

**Left:** The conspicuous Turkish tower at Methoni

**Right:** Skylax at rest in clear, flat waters



around the corner and into a peaceful flat anchorage tucked under the rough stone breakwater. Anchor under the breakwater off the beach where the holding can be patchy with the weed; just make sure the anchor is well in.

Venture ashore and the castle and the tower deserve a wander around.

There are tavernas on the shore, in the town and some mini-markets, too.

#### Other places nearby

**Pylos** – Tucked inside the magnificent Bay of Navarino. Unfinished marina provides good shelter. Low-key town and a good base for Nestor's Palace.

**Koroni** – Wonderful Venetian castle with a monastery inside. Down below on the north side is a fishing harbour. Anchor off in the harbour. Ashore are old-fashioned tavernas and ouzeries.

## Cruising areas

- 1 Ionian – the west coast, including islands like Corfu
- 2 Gulf of Patras – a deep, indented coast between the mainland and the Peloponnese
- 3 Saronic – south-east coast including Athens and the inshore islands of Hydra and Spetses
- 4 Cyclades – islands southeast of Athens
- 5 Sporades – Evia and islands northeast of Athens
- 6 Dodecanese – eastern islands off the Turkish coast

## 3. TIROS

### Eastern Peloponnese

37°14'.71N 22°52'.06E

Tiros used to have just a tiny mole sheltering a few fishing boats, but this has been extended and there is space





*‘The harbour at Tiros is wonderfully clean and you can dive off the boat to cool off’*

for 20 yachts to go stern or bows-to. Sometimes it can get a bit busy, but at other times there have been just a couple of boats here in the summer. Ashore there is a village sprawled around the beach. The harbour is wonderfully clean and you can dive off the boat to cool off in the summer.

When berthing, there can be a wind on the beam from the *boukadhouro* blowing up the Argolic Gulf, but lay the anchor well out and you will be absolutely fine. Thankfully, the wind dies in the evening and there is good shelter from prevailing southeasterlies and it is quite tenable even with a NE blow.

#### Other places nearby

**Plaka**— The harbour for Leonidhion and another of my favourites along this amazing coast. Try Margerita's taverna on the front where all the veggies are grown in her own organic garden.

**Khaidhari**— An enclosed bay on the NE side of the Argolic Gulf with good all-round shelter.

## 4. OREI

### Evia

38°56'.88N 23°05'.07E

On the northern end of Evia, the second largest island in Greece, is the village of Orei. It's tucked into a shallow bay so can be a bit difficult to spot at first. There is something magically calming about the place, even though it gets its fair share of land-based tourism. At night things bustle a bit more and there are a couple of good ouzeries, my favourite is Isioni run by two old brothers, as well as other tavernas on the front.

Once inside the harbour go stern or bows-to on the north or south quays. At a pinch you can also go stern-to the old iron wharf, which gives good shelter from the prevailing westerlies. Just over the northern quay is a bit of beach for a swim, before wandering along the front to find a place to eat.

#### Other places nearby

**Ahilio**— In the Gulf of Volos and tucked



**Top:** Enjoy the sights, sounds and tastes of the sea at one of Tiros's shoreside ouzeries

**Above:** Trawlers and yachts nestle in Tiros harbour

away at the end of the small Gulf of Ahilio (Achilles) is the new harbour of Ahilio. A charter company leases part of the quay, but they are a friendly and helpful bunch who will let you use their moorings if one is free.

**Palaio Trikeri**— Small harbour and anchorage on the south side of Palaio Trikeri island.

## 5. PIRGADIKIA

### Khalkidhiki

40°20'.13N 23°43'.21E

In northern Greece the three fingers of the Khalkidhiki dangle down into the northern Aegean. Between the





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*'In calm weather, Manganitis is a gem – a little bit of Greece from 20 years ago'*

peninsula with Mt Athos, the Holy Mountain on the western side and Sinthonia in the middle, is the Gulf of Singitikos. Tucked away at the northern end is Pargadikia, which has a new floating pontoon where yachts can go alongside. Good shelter from the prevailing winds, but stay away in strong southerlies.

The hamlet has a bit of local Greek tourism and a few tavernas in a little

cluster around the old fishing harbour. It's a peaceful oasis away from some of the large hotels and well worth the excursion to the top of the gulf.

#### Other places nearby

**Diaporos Island** – There are many anchorages around the island and the channel between the island and the mainland. Those in the south tend to be more peaceful than those in the north where there are a couple of clubs with very loud music.

**Ammoulani Island** – Lies just off Mt Athos peninsula with several anchorages and small harbours around it.

**Above:**  
Manganitis  
harbour  
**Below:** Yachts  
are not allowed  
within 500m of  
the Holy Mountain



## 6. KAMARIOTISSA

### Samothrace

40°28'.49N 25°28'.01E

Samothrace has always been a mysterious island, home to the Caberoi and the cult that venerated Castor and Pollux, the terrible twins

whom mariners have always had a special respect for. Supplicating the gods here was a good thing to do to ensure fair winds and smooth passage over the Aegean and beyond.

Kamariotissa is the place to make for. The new harbour at Therma on the north side has almost entirely silted in just a few years. In Kamariotissa, go alongside the end of the outer breakwater where you can. Inside berths are mostly taken up with trawlers and local boats, though you may find somewhere further in. In the summer the shelter is fine even near the end of the breakwater.

The village ashore is an odd place, not unattractive, just a bit like a frontier town. Around the coast at Palaeopoli, in a gorge running down to the sea, is the cluster of temples and other buildings where the great gods were worshipped and where the attendants to the temples are shown in the friezes as beautiful young women in diaphanous gowns – a veritable sailors' paradise. Up in the hills is Chora (meaning village), virtually invisible from seawards,





and this wonderful place sandwiched in between rocky spurs is worth the effort to get there.

#### Other places nearby

**Gokceada** — The nearest place is the Turkish island of Gokceada. To the west is the island of Thassos and to the south the island of Limnos with anchorages all around its ragged coast.

## 7. SIGRI

### Lesvos

**39°12'.71N 25°50'.94E**

The island of Lesvos off the southern entrance to the Dardanelles is little cruised. Lesvos is the third largest island in Greece (after Crete and Evia) and is riddled with bays and gulfs making up a wonderful cruising area. At the western end of the island is Sigri, a large bay protected by an offshore island and some rocks and reefs. Do be careful in the approaches or you may end up like the large steel yacht that somehow bounced its way onto a low rocky islet and is still



**Top:** One of many wind-sculptured features on Manganitis

**Left:** One of the ancient friezes in Samothrace

**Below:** Tranquil harbour at Sigri



perched on it – a lesson to all of us to pay attention to our pilotage.

Anchor in the bay on the south side of the village where there is good shelter from the northerlies. Ashore there are a few tavernas, including the wonderful Remezzo where I had to compliment the chef on the prawns with honey, ouzo and chilli – so good I had them twice.

#### Other places nearby

**Mithimna** — On the north of the island under a castle on the hill there is a breakwater that provides good shelter from the *meltemi*. Around the old fishing harbour are tavernas and cafés, or you can walk up the hill to the village.

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### Kolpos Kalloni and Kolpos Yeras —

Two gulfs on the south side of Lesvos. Of the two Yeras is less windy with the *meltemi* and has more attractive and better sheltered anchorages.

## 8. MANGANITIS

### Ikaria

**37°33'.36N 26°07'.04E**

This small harbour on the south side of Ikaria is one for calm weather only. A surge develops with strong winds from any direction, as I found out when I figured that with an offshore wind we should be fine. At 0300 with *Skylax* in danger of being damaged, I had to take a line across to the fishing harbour to keep us pulled off the quay. In calm weather the place is a gem, a little bit of Greece from 20 years ago. There is just a café where you can get simple food depending on what's available.

The locals all seem to be retired mariners and, indeed, this place was once a hub for the trading schooners that ploughed the Aegean in the early 20th century. The Sto Gialo cafe is a simple little place, except during full moon parties when a younger crowd arrive to party, something that's hard to envisage in this sleepy little place.

#### Other places nearby

**Fournoi** — The Fournoi islands are not too far away with good protected anchorages from the *meltemi*, which roars down through the channels and into the bays. Even in high season, you can find a spot all to yourself.

## 9. EMBORIOS

### Khalki

**36°13'.26N 27°37'.08E**

The small island of Khalki lies just off the west coast of Rhodes with its sister island Alimia. The approach is littered with rocks and reefs, though with care it is not too much of a problem to thread your way through them to safety.

On the SE corner of Khalki is the village of Emborios and in the summer, April to October, a T-pontoon is in place in the NW corner of the bay. Yachts go stern or bows-to, though it is very deep here





**Above:** Brightly painted houses in Khalki

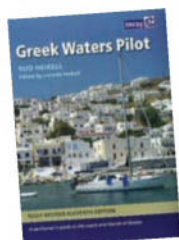
**Left:** Striking church steeple in the centre of Kasos

**Right:** Lovely local taverna overlooking the harbour at Kasos



so you need to let go lots of chain on the end of the pontoon.

Ashore this place is like a little Simi, all pastel-coloured houses built up the slopes from the water's edge. It has a smattering of tavernas and a few provisions in the local mini-market. The water in the harbour is so clean you can swim off the boat and the locals catch good-sized fish off the quay.



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#### Other places nearby

**Alimia** – The lump of an island nearby has a good anchorage in the large bay on the SW corner. The best place is in the arm running south from the

entrance where there is nearly all-round shelter. Apart from a few fishermen's cottages there is just blessed peace and quiet.

## 10. FRI

### Kasos

35°25'.32N 26°55'.49E

Between Rhodes and the eastern end of Crete you will find the windswept islands of Karpathos and Kasos. This is a windy old corner of the Aegean, but well worth the effort to get down to these islands. Kasos used to have just the small harbour to the east, but now there's a fantastic new ferry harbour with plenty of room for yachts, not that too many of them venture down this way. Go alongside in the basin in the SE corner where there is excellent shelter from the blustery *meltemi*.

Ashore, this is a little bubble from a bygone era. There are a few tavernas and basic provisions, but in the main it's just a wonderful place of peace and tranquility. An Australian-Greek doctor I met was doing his national service here. This city-living doc was mortified when he was assigned here. Now, though, he's contemplating living here, far from the frenzied life he used to lead.

#### Other places nearby

**Khelatronas Bay** – A large sandy bay on the SW corner of the island. Good shelter and spookily quiet.

**Pigadhia** – The main harbour on Karpathos. Reasonable shelter and a lot more facilities.



### Charter directory

**Seafarer:** [www.seafarersailing.co.uk](http://www.seafarersailing.co.uk), 0800 496 4670  
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**Nisos Yacht Charter:** [www.nisosyachtcharter.com](http://www.nisosyachtcharter.com),  
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On test





# Flexible friend



Beneteau's new Oceanis 38 has been designed using a 'flexiboat' concept and is available in three guises. **Duncan Kent** tested her in Palma

**B**eneteau's renowned Oceanis cruising yacht range has recently been updated, the 38 being the first of the new boats with three different model options – Daysailer, Weekender and Cruiser. This new style of building means a new owner may choose a less well-equipped yacht at first, but with the intention of upgrading at a later date using a pack system.

You need to be a bit careful when choosing which model to buy, though, as not all can be upgraded all the way to the top-spec Cruiser. For instance, the Daysailer version comes with no plumbing for hot water or wiring for a good number of items, so you'll have to buy the Weekender in the first place if you want to add these later.

Beneteau says this concept will be extended to its new Oceanis 38, due to be launched later this year, but will not yet be implemented on the larger yachts. Personally, I think it should go one step further by launching a bluewater version with all the essentials for long-term offshore cruising already supplied and fitted.

Although, maybe 38ft (11.6m) is now considered too small for bluewater work – judging by the kit still on the options list Beneteau certainly seems to think so.

Her Finot-Conq-styled hull is sleek and modern looking, sporting high, almost vertical topsides, plumb ends and a single chine on each quarter. She has a low coachroof, flush hatches and a choice of deck gear, including a cockpit arch for the mainsheet. A shoal draught model, reducing her draught by nearly half a metre, is also available.

All are supplied with a 30hp Yanmar freshwater-cooled diesel engine, with no upgrades offered except for the 'Dock&Go' joystick system (+£25,000-odd) incorporating a 180° rotating sail drive and bow thrusters.

## No surprises

The winds were fickle when we set out, but thanks to the hot spring sunshine a sea breeze filled in later in the afternoon. Despite a relatively low ballast ratio she felt reasonably stiff and directionally very stable.



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





### *Double action*

Twin rudders mean the Oceanis 38 retains a good grip on the water, even when heeled over

With the genoa and mainsail being the same area and the mast very central in the boat, she is well balanced – possibly to the point of being a little ‘dead’ to the helm. That aside, her twin rudders reacted quickly to the wheel, even astern and under power. Her chines offered a noticeable increase in form stability particularly when the wind picked up and we were trying to see how close she would point with the Code-0 sheeted hard in.

She’s not the fastest cruiser around, but neither is she particularly slow. Handling her is a doddle and she

*‘The twin helm and rudders make her easy to sail, while the flexible interior layout means she can be as cosy as you like below’*

gives no indication of any odd quirks to catch you out – although we were blessed with only 10-12 knots of true wind.

Speeds ranged from 5 knots close-hauled with the genny sheeted in hard some 34° off the apparent wind, to a maximum 8.2 knots with the Code-0 pointing at 70°A. Off the wind the same sail helped us keep 4.5 knots+ on the log, despite the now fading breeze.

In all she is entirely predictable under sail and her relatively conservative sail plan makes her easy and safe to handle with just two crew.



### Middle mark

1

Her mast is quite far aft so that her sail plan is fairly evenly balanced between main and headsail

2

### Sail plan

Her genoa only just overlaps, so isn't too unwieldy when tacking. A self-tacking jib is also an option if preferred

## Cockpit living

Typical of all the latest production cruisers today, the Oceanis 38 has a very wide beam taken all the way aft, which leaves ample room for twin wheels and rudders, a large cockpit table and a very wide drop-down swimming platform making her great for lounging about at anchor. I also liked the fact that the telescopic boarding ladder is permanently connected to the platform – unlike on some other boats.

With the platform raised and the rails across it's safe and secure under way, although I did find



### Perfect platform

The Cruiser model has a very large drop-down transom platform, which, combined with her split back stay and twin helms, means there's plenty of easy access to the water

the coamings a little low and uncomfortable on my back. A dedicated liferaft locker makes launching it much simpler and keeps it safely tucked out of sight, while two lazarette lockers help gobble up deck gear, snorkels, fenders, etc.

The primary winches are within reach of the helm, but not the mainsheet, which tails to a coachroof winch via a rope clutch, along with the gas-sprung kicker.

The arch is useful – not only for keeping the mainsheet at bay, but also for supporting two chunky handrails each side, which make leaving and returning to the cockpit much safer. It also makes an excellent main support for the sprayhood and bimini. Oh, and the two cockpit lights underneath are a boon when anchoring for the night and eating al fresco.

In our three-cabin model there was only the one shallow seat locker to starboard for some reason (probably cost), which in the two-cab version is full depth and capable of taking larger items such as outboards and inflatables. Her side decks are a tad narrow and busy with genoa tracks, cars and sheets. In fact, the big clumpy genoa sheet fairleads are bang in the middle simply waiting to nobble unwary toes. The lower shroud also cuts right across the side deck at the mast, so, all in all, negotiating the decks requires awareness and a torch at night.

The foredeck is spacious and ours had the optional twin bow roller and electric windlass. The chain locker is

very deep and capable of swallowing numerous fenders, as well as a few hundred metres of anchor rode.

Her 7/8ths fractional, twin spreader Z Spars rig is well supported and sports a bifurcated backstay with mechanical adjuster. Our boat also had a furler for the Code-0 downwind sail, which added much needed sail area for our light wind trial. The standard headsail is a 103 per cent genoa, but a 95 per cent self-tacking jib is also an option to really simplify sail handling.

## Upgradable interior

A forward double berth is standard for all models, although the Daysailer comes with no forward bulkhead and only has a single aft cabin with no mattress or clothes stowage. This makes it very open and bright, and a curtain can be added for privacy if required. The Daysailer also has little in the way of a galley – a simple hob and minimal workspace or stowage. On the outside you don't get ground tackle, bow roller, cockpit arch or swimming platform, but everything else is pretty much the same.

The Weekender offers one or two aft cabins, although with just the one it is bigger and you also get a deep cockpit locker and the option of a larger heads with separate shower. Mattresses and clothes lockers are still optional, and you can choose to

PHOTOS: C/O BENETEAU



### Layout

With the forward bulkhead removed the interior becomes very bright and airy, and it feels a lot larger. An optional curtain offers extra privacy if preferred

1



### Galley

This is the full Cruiser galley, but the two cheaper models have a much simpler set-up more suitable for snack preparation during the day

2

have a saloon table fitted, a more comprehensively-equipped galley with front-opening fridge, pressurised hot water and a shower.

The Cruiser has the usual inventory you'd expect for an offshore yacht, including bulkheads – although the forward one could still be removable (takes 30mins apparently) should you wish.

To my mind there is one slightly odd part of the layout. On all models

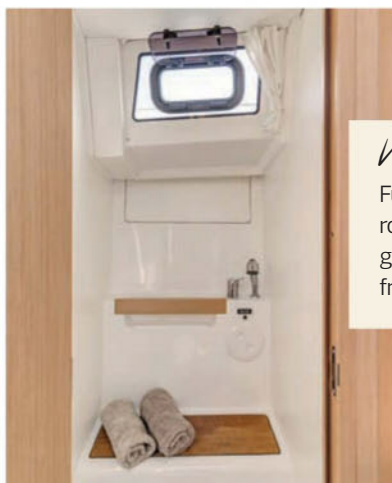
there is a very generous, full-height wet compartment to port, between the aft cabin and chart table, which becomes a shower stall in the three-cabin Cruiser. Though it's certainly nice to have somewhere for the oilies to drip-dry, it would have been more useful if this module had also been removable, with the option of replacing it with a larger navigation station instead of the smallish, rear-facing chart table supplied. This is especially relevant to the two-cabin boat, where there's the possibility of putting a wet locker between the heads and cockpit locker anyway.

Shore power is an option on all but the most basic model and all have an 80Ah start battery, with another 80Ah for service. The latter's meagre capacity, however, is next to useless for an offshore cruiser.

Our test boat was a three-cabin Cruiser, with the forward bulkhead removed. It certainly makes it feel open-plan and the large hull lights make it very bright. But it lacks

### Cabins

This model has two aft double cabins, so the heads and shower compartment are opposite each other. With just one aft cabin there's a larger heads/shower to starboard, along with a deep cockpit locker.



### Wet room

Full-height drip-dry room is great for wet gear, but robs space from the chart table

ventilation only having two small hatches and a few small opening portlights.

Her saloon boasts a single settee to port, but single box seats can be added and fixed down, allowing four people to dine together quite comfortably.





## VERDICT

While I get the idea behind it, I'm not sure the three-level concept will really improve interest in this yacht. To many a 38-footer is simply too big and expensive to moor to realistically be considered a Daysailer. Some might choose the Weekender with the intention of upgrading later, I suppose, but I can't help feeling most will simply choose to buy the full Cruiser if they like the boat. After all, there's another £65K+ worth of goodies you can bolt on if you like – and you'll need most of it if you're planning any long offshore cruises.

She's an easy boat to sail with an assured, but undramatic performance and the cockpit layout works well – both for moving about under way and for loafing around at anchor. Comfort levels can be quite reasonable, provided you order all the necessary bits, and her bright, open interior makes being below pleasurable and relaxing.

**SAILING ABILITY:** ★★★★★

**COMFORT:** ★★★★★

**BLUEWATER:** ★★★★★

## THE SPEC

**PRICES FROM: DAYSAILER £97,375; WEEKENDER £103,020; CRUISER £115,519 SAILAWAY PRICE (AS TESTED) £181,440**

**LOA:** 37ft 9in (11.5m)

**LWL:** 36ft 6in (11.1m)

**Beam:** 13ft 1in (4m)

**Draught (standard/shoal):**

6ft 9in (2.1m)/5ft 3in (1.6m)

**Displacement:** 6,774kg (14,934lb)

**Ballast:** 1,790kg (3,946lb)

**Sail Area (upwind):** 748sqft (69.5m<sup>2</sup>)

**Fuel:** 130lt (29gal)

**Water:** 200lt (44gal)

**Berths:** 2/4/6

**Engine:** 30hp Yanmar 3YM30 diesel

**Transmission:** Sail drive with 2-blade fixed

**Designer (int/ext):** Nauta/Finot-Conq

**Builder:** www.beneteau.com

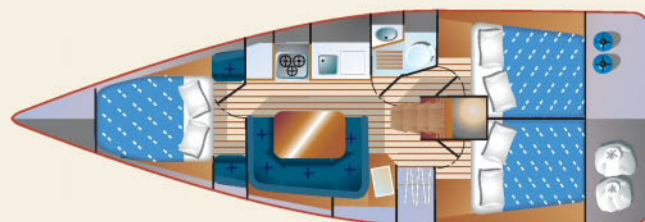
**UK agent:** See Beneteau website

## PERFORMANCE

**Displ/LWL ratio:** 137

**Sail area/Displ ratio:** 20

**Ballast ratio:** 26%



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

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**Main:** Note the trademark red stripes and sloping deck

**Opposite:** Despite her size the 22i offers plenty of space below decks

# Endearing Etap

The Etap 22i will be familiar to most with its unique looks and identifying red stripes. It also engenders great loyalty, as **Toby Heppell** discovers

**W**riting *Sailing Today's* Gull's Eye feature requires me to visit many marinas. And

although the design is less popular here than in mainland Europe, in part due to early dealer disputes, an Etap 22i seems to be tied up in a corner of almost every harbour. Most of those boats are usually well maintained and clearly possessed of dotting owners.

Speaking to one 22i owner, John Pattenden, it's clear that Etap owners are something of a feisty breed. Any suggestion to him that some might consider the boat other than the perfect weekend cruiser is met with the reply "they're just jealous".

Pattenden picked up his 22i back in 1998 as a trailerable weekender,

## SPECIFICATION

**LOA:** 22ft 3in (6.8m)

**LWL:** 18ft 4in (5.6m)

**Beam:** 8ft 10in (2.7m)

**Draught:** (up) 1ft 3in (38cm),  
(down) 4ft 10in (1.5m)

**Displacement:** 975kg (2,150lb)

**Designer:** Jacques de Ridder

**Built:** 1983-1996



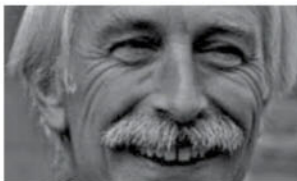


though he stresses the design is a little big to be a true trailer-sailer. He kept the boat in France for many years where he used it to explore some of the coastline and northern Europe's inland waterways – a pursuit made all the easier thanks to the boat's lifting keel.

Although the 22i is large enough to offer sleeping room for four – indeed Pattenden, his wife and son would spend weeks at a time on board – she is considered by most as no more than an overnighter with the possibility of a week away doable, if not entirely comfortable.

Often the phrase “Saab of the boating world” is used by owners, and clearly this comparison rings true in many respects. Both have love-it-or-hate-it styling and inspire huge levels of brand loyalty. Both usually receive positive accolades with regards to build quality, and it is this aspect that has long been the defining characteristic of the Etap brand.

The main hallmark of Etaps was the claim that they were unsinkable. This stemmed from their double-skinned construction, the gap between filled with buoyant foam. This innovation also reduced condensation and made them extremely solid and warm below. Pattenden says his 22i and, more broadly, all the Etaps he has owned (he is now on his third) are the warmest boats he has ever set foot on. The downside is the cost of this construction method and also the problem of waterlogging in the foam if the outer skin is compromised.



After training at the Hendrick de Keyser School in Amsterdam, Jacques (Koos) de Ridder worked for a number of design firms including W. de Vries Lentsch

## The designer

Jacques (Koos) de Ridder

Jr., EC Stadt Shipyard, Britton Chance Jr. and Royal Huisman Shipyard. He opened his own office in 1973, Jac. de Ridder Yacht-Design. He is son in law to EG van de Stadt – often cited as the founder of industrial yacht manufacture in the Netherlands – and remains a functionary for the Stadt archives.

He was very closely linked to the Etap brand, designing

his first boat for them in 1982 with the Etap 23. The 22i came from his pen one year later and was followed in 1985 by the Etap 30 and the Etap 23i in 1994.

Outside the Etap brand, de Ridder designed a great many family cruisers in the sub-30ft (9.1m) range. Simple, but roomy designs were his stock-in-trade making it fairly easy to spot a 'de Ridder'.

Perhaps because the Belgian company which first developed the brand did so as a bit of a side line from their lighting systems business and were engineers by trade, many Etap designs, such as the 22i, included unusual features. Often these were ahead of their time, and occasionally just way out. Take, for example, the worm gear drive used to raise the lift keel on early models; the metal toe rail – a horizontal pole you can tie fenders to; or the heavy camber of the deck between the stanchions and the rubbing strake.

Etap built a raft of similar, though not quite identical, follow-up designs. The 22i was replaced in 1998 by the Etap 21i – itself replaced by the Etap 22s later.

## THE SURVEYOR

Yacht Brokers Designers  
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**It is always** important to check for damage to the keel box, as grounding with the keel down can split the box and repairs can be complex. The keel should be checked in the lowered position for smooth operation and for wear to the keel guides. A boat with a verified recent keel maintenance or overhaul is always the best bet. As these boats are often trailered, the hull should be checked for deformation at the cradle support points. Other common points to watch out for are damage to rudders from taking the ground and bent rigging screw fittings caused when raising the mast.

► **Contact:** [www.ybdsa.co.uk](http://www.ybdsa.co.uk)

## THE BROKER

Ross Farncombe, Sunbird Yachts

**Another model not** often seen on the UK used boat market; I can only find records of four boats having sold in the UK in the last 2½ years. As a ballpark figure you should expect to find these offered at anywhere from £7,000 up to around £9,500. Currently, unless you are prepared to travel abroad I can only find two available.

As with any boat that is moderately scarce, sale prices tend to be within 10 per cent of the asking price, subject to condition. As with any trailer-sailer, don't forget to give the trailer a thorough examination before setting off down the road.

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





# Three of the best

BROKERAGE | BOATS FOR SALE



## OCEANIS 381 | *DEJAVU*

Despite her age, *Dejavu* looks to be a tidy example of the marque, particularly below. Certainly she would make a great boat for couples or small families looking for a week or weekend cruiser. As she is, she is capable of tackling long passages.

► **Contact:** [www.ancasta.com](http://www.ancasta.com)

**LOA:** 38ft 5in (11.7m)

**Beam:** 12ft 10in (3.9m)

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

**Year built:** 1998

**Berths:** 5



## Najad 400 | *OSTARA*

A 40ft (12.2m) boat is considered on the small side these days by many looking for a bluewater cruiser. However, the Najad 400 is a well designed, impressively laid out boat and is a great pick for a small family hoping to spend long stretches aboard. The freeboard is high, but that helps with accommodation, allowing the cabin sole to come up, and as the sole rises it gains area.

*Ostara* looks to be very tidy and has everything you might want for long-term cruising, including solar panels, high-spec electronics and electric winches. She was built back in 2003, but went to the Najad factory for a full interior revamp in 2012, so is close to new inside.

There are some who might balk at £220k for a secondhand 40-footer, but for a quality, go-anywhere boat that's ready to step onto, it's actually something of a steal.

► **Contact:** [www.berthon.co.uk](http://www.berthon.co.uk)

**LOA:** 40ft (12.2m)

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

**Draught:** 6ft 6in (2m)

**Year built:** 2003

**Berths:** 6



## JAGUAR 28 | *DOROTHY DEE*

Although fairly light for her size, the Jaguar 28 is a perfectly seaworthy coastal cruiser with enough room below for overnighting for extended periods. Built in 1984, *Dorothy Dee* represents a lot of boat for the money. This example was last purchased in 2008 by the current owner who upgraded her with new navigation equipment, sprayhood and dodgers, main and lazy bag, and new standing rigging.

► **Contact:** [www.dickies.co.uk](http://www.dickies.co.uk)

**LOA:** 28ft (8.5m)

**Beam:** 9ft 1in (2.8m)

**Draught:** 4ft 1in (1.2m)

**Year built:** 1984

**Berths:** 4





*Hands on adventure sailing aboard Amelie Rose from TV's "Hungry Sailors"*

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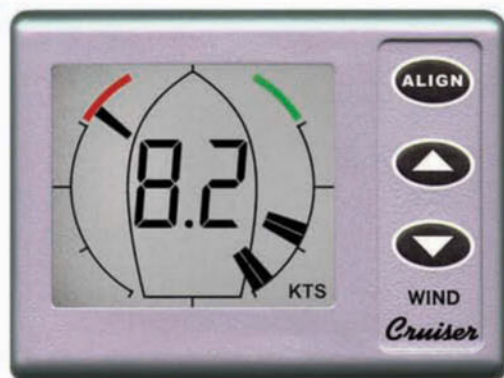
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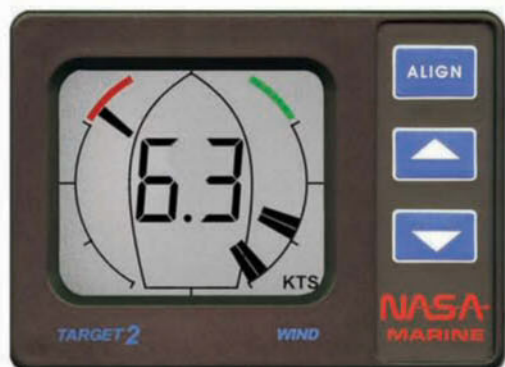
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[www.nasamarine.com](http://www.nasamarine.com)

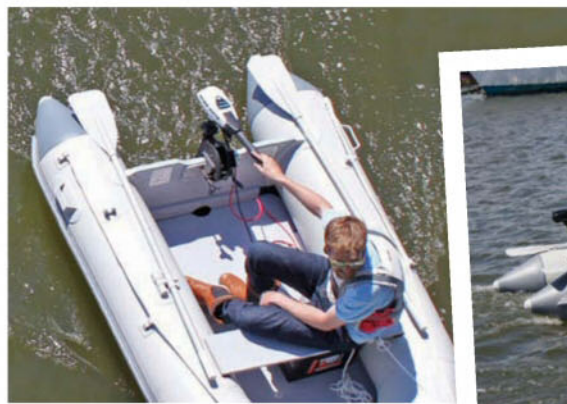


On test

*'The Minn Kota 55  
performed well, making  
roughly 3 knots over  
ground at the top end'*







# ELECTRIC OUTBOARDS

THERE ARE MORE ELECTRIC OUTBOARD BRANDS THAN EVER AT BOAT SHOWS, SO WE THOUGHT IT WAS TIME TO PUT FOUR SEAWATER UNITS TO THE TEST

Interestingly, the first outboard motor ever developed – c 1870 by Frenchman Gustave Trouvé – was electrically powered

The outboard motor is an old friend that has been with us in much the same petrol-quaffing form since 1900. Early electric models were unreliable and failed to catch on. Today, the principles are the same, but technology makes the motors more efficient and dramatically increases their lifespans. No surprise then to find there has been a surge in development, thanks to research by firms like Germany's Torqeedo.

## Fresh vs saltwater

There are many brands of electric motor on the market, but beware: the majority are designed for the North American market, to stand up to no more than freshwater lake fishing. Not only are they not up to the rigours of a marine environment, using them on the sea is likely to invalidate the warranty.

The difference is primarily in the build quality. Seawater models have stainless-steel parts, sealed electrical connections and a thick layer of paint to inhibit corrosion. You'll still have

to hose the motor down in fresh water after use, though, and you can't leave it in the water on the transom.

## Battery power

Choice of battery will depend on the size of your electric outboard and the intended use. For the models we tested – around 55lb of thrust (see panel on p62), 100 to 120aH should be plenty in a standard leisure battery. Make sure you buy a deep-cycle marine battery – that is, one with extra heavy plates that can stand being run right down. If you use an automotive battery, it won't take kindly to prolonged heavy use. Recharge the battery immediately using a good 4-step charger for maximum life.

Lithium-ion batteries are even better suited to the demands of an electric motor than standard lead-acid. They can be fully discharged without damaging the battery and, amp-hour for amp-hour, they weigh a fraction of their lead-acid equivalents. However, they are up to three times more expensive and require a more careful charging regimen.

### BATTERY BOX

All but the Torqeedo need a stand-alone 12V battery. It's worth buying a battery box to protect contacts from spray and rain and keep any split acid out of the boat





**TOP FOR PERFORMANCE**

## Torqeedo Travel 1003

from £1,449

Immediately different from the other electric outboards on the market thanks to its chunky, almost military design, the German-made Torqeedo was also the only unit tested with a built-in battery.

I liked the easy portability this gave it, with no trailing leads. It also dispensed with the slightly uneasy alliance of sea/rain water and open battery terminals. But this also reduced potential range dramatically. The lithium-ion battery holds just 17.5Ah. We exhausted this entirely in our short 1½-mile test run, albeit at maximum revs. Range would have been more than three times as far at 50-per-cent power.

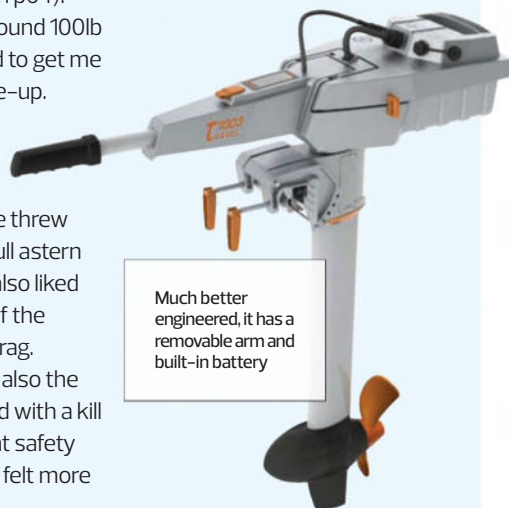
At full revs, the Torqeedo managed about 4.5 knots with our 2.8m inflatable V-hull dinghy (see review on p64). Despite its power (around 100lb of thrust) it just failed to get me up onto the plane one-up.

It had a sturdy metal bracket that kept the unit stable, even when we threw it from full ahead to full astern or tightly round. We also liked the streamlined leg of the outboard to reduce drag.

The Torqeedo was also the only engine we tested with a kill switch – an important safety feature. It looked and felt more

solidly engineered than the others, but it falls down in noise terms. However, it was still quieter than a petrol outboard, but even at very low revs its whine was far from the silent stealth of the other motors.

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



Much better engineered, it has a removable arm and built-in battery



We checked performance using a speed tracking app

## Bison 55

from £140

There was minimal assembly required for this motor – just a pin to fix on the prop (a spare is also provided). A cautious twist of the throttle produced no discernible effect at all, until we realised that the boat was silently straining at the painter.

At low revs there is no noise and very little vibration – just the glowing LEDs showing battery status.

It had five speed settings ahead and three for reverse, which was noticeably less powerful. Top speed one-up was around 2.5 knots – fine for buzzing out to the mooring or in to the quay. Slightly irritatingly, there was a huge step up from speed four to five, when the motor produced a quiet whine.

The mount was the big let-down here. The clamp was made of reinforced plastic, which visibly deformed under heavy tightening. And yet, it still wasn't tight enough to stop the engine shifting from side to side as we turned sharply. This and the play in the motor's shaft where it was gripped by the mount felt like a weakness. The Bison came with crocodile clips to grip the battery terminals, but was the greediest user of power in our test – getting



through more than a third of the battery's full capacity.

► **Verdict:** ★★★★★  
[www.fishingmad.co.uk](http://www.fishingmad.co.uk)







Note the large, handle with its comfy rubberised grip

## Minn Kota 55/SC/T

£475

Initial impressions of the Minn Kota were much the same as the other two separate battery-powered outboards on test. The motor is housed at the base of the main shaft, keeping weight low. A battery indicator is on the main body, though must be called up with the push of a button.

After only a short time with the motor we all felt that this was a slightly better thought-out unit that was a touch higher end across the board – as reflected in the price. The main unit is slightly bulkier than the others (bar the Torqeedo), but reassuringly so. We liked the throttle, being slightly softer on the hands with a higher-quality rubber, and we also enjoyed the

'click' when stopping or engaging the engine.

It performed well in terms of speed making an average of roughly 3 knots over ground at the top end, with a nice graduated acceleration. Battery drain over the course of our test was also the lowest of all those used – just 23 per cent of a 110aH battery. The power cables only had crimped ends, so don't forget the battery clamps.

An initial irritation became a positive when we considered the implications, that of the motor's refusal to go from max forward to max reverse. To do this the engine must be briefly put in the stop position and then thrown into reverse. Where the others can do this happily and, therefore, feel slightly more playful, this will almost certainly save burning the motor out at some point. Of course, this does mean there can be times when you are heading towards a pontoon at pace with the engine refusing to engage reverse, but after a couple of near misses you soon get used to it and, in truth, this probably encourages a slightly less gung-ho approach, which is no bad thing.

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



The Flover's battery measure (on top) remained at 100 per cent

£ TOP FOR VALUE

## Flover

£175

There was very little to separate this motor and the Bison 55, with both having the same shape, feel and look. Indeed, when on the dock and sat side by side, there was some discussion as to whether these were, in fact, the same unit subtly re-branded. However, they performed differently enough to dissuade us from this train of thought.

In our speed test this motor performed slightly less impressively than all the others we assessed over the course of the day. Although the speed data we received only had it a few points down on knot speed, when we are talking about such low speeds this does represent a significant percentage and it certainly felt a bit more – shall we say – leisurely. Thankfully, we had fair winds and calm seas for our day on the water, but we were left with the distinct impression that the Flover might struggle in strong winds and/or waves.

When comparing the Flover and the Bison 55 outboards directly, though, the former outperformed the latter, draining six per cent less battery power over the course of the test, though neither could touch the Minn Kota.

Although not a patch on the mounting brackets supplied



with the Minn Kota and the Torqeedo, these ones did feel slightly more securely attached than those on the Bison.

The unit has a constant light on the top indicating charge remaining in tenths, but our motor never indicated anything less than full charge, despite clearly draining the battery. This is another model that comes with crimp-ended cables, rather than more flexible clips.

► **Verdict:** ★★★★★  
[www.floveroutboard.co.uk](http://www.floveroutboard.co.uk)



*'The outboard motor is an old friend that has been with us in much the same petrol-quaffing form since 1900'*

## Thrust vs hp



**Most electric outboards** are sized according to the thrust they produce through the water. This figure, typically measured in pounds, is a combination of power and prop design. Petrol outboards are normally rated in terms of horsepower, which measures work done by the engine, not thrust achieved. The greater the thrust in pounds per horsepower, the more efficient the motor is. Compare the energy used (see below) with the thrust for a measure of each motor's efficiency – the lower the better. Electric motors are as much as five times more efficient than petrol ones.

## HOW WE TESTED

**We mounted the** outboards on the back of two identical 2.8m Caspian Pro inflatables from Hydro-Force to test head-to-head. We took each boat from Swanwick Marina to the farthest pontoon at Universal, then back upstream to the Swanwick road bridge – a distance of a mile and a half. We measured the voltage of the 110aH deep-cycle battery before, and straight after, the run to establish how much power we had used.

**THANKS TO**  
Barden UK, for lending us no fewer than four 110aH deep-cycle, lead-acid batteries. For more details, see [www.barden-uk.com](http://www.barden-uk.com)

## HOW THEY MATCH UP

MANUFACTURER	TORQUEEDO	MINN KOTA	BISON	FLOVER
MODEL	Travel 1003	Riptide 55/SC/T	55	55
STATED THRUST	 100lb	55lb	55lb	 55lb
WEIGHT	13.4–14kg	12kg	7.3kg	7.6kg
A MAX*	75A	45A	55A	45A
BATTERY CAPACITY USED*	90%	23%	36%	30%
ENERGY USED	1,865kJ	1,127kJ	1,796kJ	1,461kJ
ECONOMY*	18.7	20.5	32.7	26.6
VERDICT	★★★★★	★★★★★	★★★★★	★★★★★
PRICE	£1,449	£475	£140	£175
CONTACT	<a href="http://www.torqueedo.com">www.torqueedo.com</a>	<a href="http://www.smgeurope.com">www.smgeurope.com</a>	<a href="http://www.fishingmad.co.uk">www.fishingmad.co.uk</a>	<a href="http://www.floveroutboard.co.uk">www.floveroutboard.co.uk</a>

\*A Max: current draw at maximum revs; Battery capacity used: a percentage of total aH; Economy: obtained by dividing the energy used by the rated thrust



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# TEST TANK

SAM FORTESCUE AND TOBY HEPPELL PUT THE LATEST GEAR THROUGH ITS PACES



## Caspian Pro dinghy

£350

**Not all inflatables** are born equal, and this one stands apart. A lot of thought has gone into the design, and it shows. A strange-looking bolster runs down the middle of the dinghy bottom. Its purpose becomes clear once the three bottom boards are wedged down on top of it. The combination of wooden boards and inflated bolster braces a generous V 'keel' into the hull for more efficient motoring and better steering. It offers the performance of a small RIB without the inconvenience of hefting a GRP hull about. The best of both worlds?

Maybe. The downside of this design is that it is fiddly to assemble. The sole boards have an anti-slip finish on one side, and they are difficult to wedge into place under the tubes of the hull. Aluminium sleeves running athwartships help to match up the edges of the boards. But even once they're all in, there's another stiffening aluminium sleeve to cajole into position where the sole nestles under the PVC tubes of the dinghy. It cost fingernails and even some immoderate language on the part of the

ST team and we couldn't have done it without two pairs of hands. Once in, though, the boards provide excellent stiffening and a rigid sole that stays dry thanks to the cavity beneath it.

A light and reasonably sturdy thwart is easy to fit. The dinghy comes with a very generous painter, rubbing strake and the usual handholds. Also in the box was a basic, but effective hand pump (with inflate and deflate settings) and a gauge for testing pressure at the valve.

The Caspian propriety valves are a similar style to many inflatables we have tested, though the mechanism for locking them open and closed seemed a little flimsy. The only other criticism was that the pad on the transom was poorly aligned for taking outboard clamps – its raised border got in the way.

The dinghy weighed in at a just-carriable-for-a-strong-sailor 45kg, but comes in a sensible carrying bag with long straps for going over a shoulder. Shame there aren't small handles at each end to make it easier for two to lug. When rolled away in its bag,

the dinghy measures 34cm x 64cm x 111cm, making it quite easy to stow.

With our 3hp equivalent Torqeedo 1003 (see pp58) outboard, the dinghy managed 4.5 knots one-up and about 3.5 knots two-up, not quite planing. Its rated capacity is 480kg, or three adults and a child, and it can take an outboard up to 10hp. Thanks to the keel, the boat rows very well – oars are the standard aluminium, bolt-in variety.

In conclusion, a good design best suited to leaving inflated for the season, but a little too fiddly for late-night inflation on the pontoon. *SF*

**VERDICT:** ★★★★★

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

**Above right:** An inflated bolster provides a V 'keel'

**Above left:** She rowed very well, remaining directionally stable

**Below:** Assembly and inflation was a relatively fiddly affair





## Musto Orson Drift shoes

£100

**This shoe lies** somewhere between a deck shoe and a smart day shoe. They come from Musto, but represent the brand's first collaboration with well-known shoe company Clarks.

At first glance the shoes do not seem to be particularly 'boaty', however, they are made from water-resistant leather and have a drainage section at the material/sole join on the inside and outside of each shoe. Additionally, they are surprisingly grippy using a combination of razor cutting under the ball and the heel of the foot and a more standard rubber grip pattern elsewhere.

I remain slightly unconvinced they are an out-and-out deck shoe, but for a smart shoe that is comfortable and grippy on deck you would be hard pushed to find something better.

Before I took delivery of the shoes, my assumption was that wearers would get the best of Musto's boating knowledge and the best of Clark's shoe knowledge. I'm happy to report that so far, this seems to be the case. *TH*

**VERDICT:** ★★★★★  
[www.musto.com](http://www.musto.com)

**Below:** Patches of razor-cut grip combine with traditional rubber grip patterns



## Elliot Brown watch

£550

**The man behind** Animal watches, a must-have accessory in the 90s, is hoping to do the same with a new brand of outdoorsy watches billed as functional, yet smart enough to wear in the evening. We put the new Elliot Brown Bloxworth to the test.

At around 210g, the watch is heavy. It's machined from a solid chunk of 316L stainless steel for durability, but with the steel bracelet, the weight takes some getting used to, especially on a slim wrist. There is a chunky diver's bezel and the large glow-in-the-dark hour and hand markers are exceedingly bright. It is guaranteed to a depth of 200m, and each batch is subjected to a huge 5,000-G blow from a steel mallet to test strength.

An analogue chronograph function across three separate dials times up to 11 hours 59 minutes — enough even for a long race like the Round the Island. The watch has a Swiss movement, "floating" inside the case for better impact resistance.

We swam with the watch, gave it plenty of knocks up the mast, used it with power tools and put it on to climb mountains and, bar a few scratches to the chunky bracelet, it hasn't flinched. And, I did all this with the crown half out, so it really is waterproof. But, it's still heavy. *SF*



**VERDICT:** ★★★★★  
[www.elliottbrownwatches.com](http://www.elliottbrownwatches.com)

## MacWet gloves

£28



**These are a** novelty to me in the glove department, where many products seem to fit poorly, chafe or rub. The MacWets are more traditionally made to fit hands in all half sizes between 6 and 12 — measuring in centimetres

**Above:** The MacWet gloves provided good grip on ropes and wheel

across the palm of the hand just below the fingers.

MacWet claims the gloves' Aquatec fabric offers superior grip, and in our test they lived up to the billing. The grip was good in the rain on a wet stainless wheel, and on damp ropes and lines.

They come in two weights — a micromesh version (which we tested) for air circulation on warmer days, and a more water resistant, fleece-lined version for the cold. It has to be said that on a slightly chilly day in the Gothenburg archipelago with a modest 10 knots of wind, we found the lighter glove too light for comfort. It offers no waterproofing at all and took some time to dry.

There are a number of colours for each glove and all styles are available with a long or a short cuff. *SF*

**VERDICT:** ★★★★★  
[www.macwet.com](http://www.macwet.com)







### Rapanui clothing

This Isle of Wight eco-fashion brand has teamed up with the Marine Conservation Society to produce a range of tees, hoodies and sweats featuring bold designs and created with organic materials in a wind-powered factory.

- Contact: [www.rapanuiclothing.com](http://www.rapanuiclothing.com)
- Price: From £19



### Garmin VIRB remote

Many people have mounted their VIRB cameras in visually exciting, but hard-to-access positions, so the fact that this device allows you to control them from a distance of up to 10m (32ft), is a real bonus. You can also use it to stop the cameras and save vital battery power.

- Contact: [www.garmin.com](http://www.garmin.com)
- Price: £43

## NEW GEAR

TOBY HEPPELL BROWSES THE BOATING MARKET FOR THE LATEST GOODIES



### Wireless AIS

The Smartfind M10W class B AIS transponder is the latest addition to McMurdo's range. The company says its key feature is wireless connectivity to a user's smart device (tablet, phone, laptop) allowing more operational flexibility.

- Contact: [www.mcmurdomarine.com](http://www.mcmurdomarine.com)
- Price: from £550

### SR-40 Floater Vest

Not to be confused with a buoyancy aid or lifejacket, this gilet contains some buoyancy and is rated to 50N (ISO 12402-5), which means it provides some flotation support, but is not rated to keep someone above water unaided. Still, it's certainly attractive and could be worn day in, day out.

- Contact: [www.sailracing.com](http://www.sailracing.com)
- Price: c£175



### Cruising 300

This new 300W addition to Watt & Sea's hydrogenerator range has been designed with a number of improvements, including: reduced weight, a new lift system and cleat, plus enhanced corrosion resistance.

- Contact: [www.wattandsea.com](http://www.wattandsea.com)
- Price: £2,320





### Lewmar captive reel windlass

Built around a stainless-steel chassis with composite bearing technology, the CRW400 is corrosion resistant and ideal for anchor rodes. The unique 'level wind' feature ensures the line is always stowed neatly on the drum, tangle-free.

- Contact: [www.lewmar.com](http://www.lewmar.com)
- Price: £499

### Weird Fish sweatshirt

Not all that technical, but this top should cut a dash for those summer evenings when the sun has set and you still want to be on deck enjoying your favourite post-sail beverage. Microfleece-lined collar and cuffs, plus a drawcord hem, should keep you snug and warm.

- Contact: [www.weirdfish.co.uk](http://www.weirdfish.co.uk)
- Price: £69.95



### Nyalic marine protection

Nyalic is a clear, polymeric resin coating that the maker claims can provide protection against saltwater and UV damage. Apparently developed for the Apollo space program, which will give you something to talk about in the bar!

- Contact: [www.spautopia-marine.co.uk](http://www.spautopia-marine.co.uk)
- Price: From £35 (Kit 1)



### Exposure marine Sub M3 dive light

Billed as a hands-free underwater dive torch, the Sub M3 has a built-in motion sensor, so instead of flicking a switch to turn it on, you simply flick your wrist left or right. Clever stuff. It also throws out a powerful beam and comes with a Neoprene wrist mount.

- Contact: [www.exposuremarine.com](http://www.exposuremarine.com)
- Price: £375



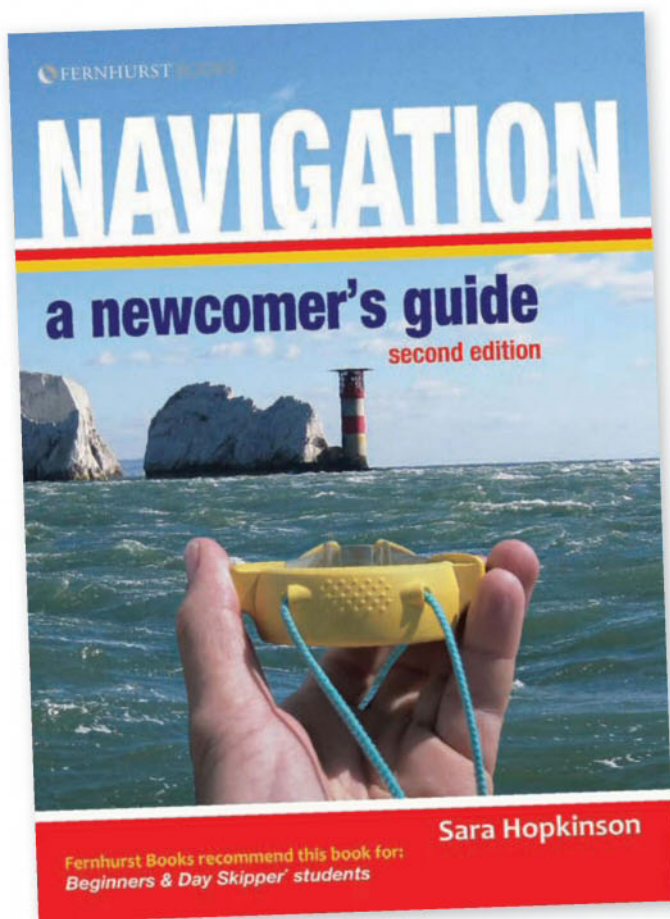
### HandiWorld HandiMoova

We know this looks like a boring old sack barrow, but it has a natty name and it's innovative. The hemispherical wheels are mounted on floating axles, which means the cart moves up and down in sync with the terrain, eradicating the traditional 'lump thump' action of old. It also folds down so you can store it easily.

- Contact: [www.handiworld.com](http://www.handiworld.com)
- Price: £100







## Navigation: A Newcomer's Guide

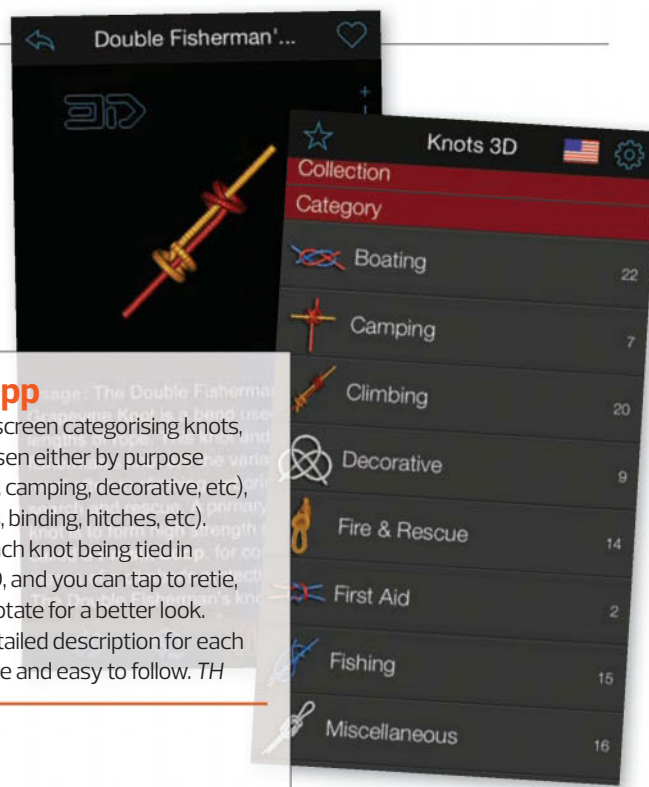
**Second Edition**

No matter how canny an old salt we may be, every sailor must remember the first time they began to dip their toe into the tedious, but essential art of navigation at sea.

I certainly remember the overwhelming complexity when I first set foot on a yacht. Thankfully, in this modern age there are all sorts of machines and devices to help us work out where we are and where we should go. Within the pages of this book, Hopkinson attempts to break the subject into easily understandable pieces. I gave a copy to a dinghy sailor who had very little navigation knowledge and, within an hour or so, she felt confident enough to do the basics needed to get a boat from A to B using chart navigation. *TH*

**Verdict:** A good first introduction to navigation. Although the author claims to avoid jargon, it would probably be overwhelming to a total novice, but then what navigation book wouldn't be?

- **Publisher:** Fernhurst Books
- **Author:** Sara Hopkinson
- **Price:** £11



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- **Nynix**
- **Price:** £0.69

# TIME OUT

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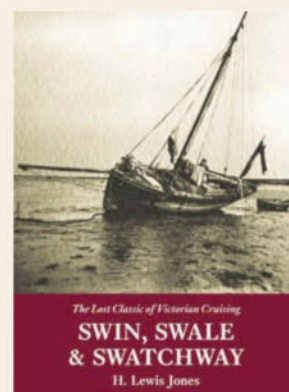
Gosh, I'm a sucker for any tale of my home county, Essex, particularly if it offers a glimpse into the past of the proud seafaring folk who live there. And so I turned the first page and became utterly enchanted by this book, first published by Henry Lewis Jones in 1892.

In his day, Jones was a pioneer in the medical application of electricity and was clearly a very wealthy man. As such, there is a level of pomposity to his writing that does not feel entirely comfortable to the modern ear.

The book is made up of a number of Jones's recollections of cruising in and around the Thames Estuary. What is remarkable is how little has changed. For example, there are few sailors today who wouldn't recognise some truth in this lament: "Some spend their time holystoning the deck... and care but little for sailing." Equally, talk of mooring further from shore "lest we are further beset by the urchins in their punts", gives a glimpse into a forgotten time. *TH*

**Verdict:** I would encourage any sailor to give it a read, if for nothing else than the pure joy provided by Jones' various sailing successes and failures.

- **Publisher:** Lodestar Books
- **Author:** Henry Lewis Jones
- **Price:** £12





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## TICKET TO SAIL

PASSING THE YACHTMASTER EXAM  
PROVED MORE OF A CHALLENGE THAN  
SAM FORTESCUE BARGAINED FOR

I've sailed 20,000 miles, skippered two Atlantic crossings and tested numerous boats for this magazine, so passing my Yachtmaster would be just a matter of course – wouldn't it? Not a chance.

My examiner Peter Inglis was a wiry Aberdonian who had driven four hours to join us at Badachro in Scotland's far northwest, and he wasn't going to be hurried. "I only do these things now for the fun of it," he told me before we left the pontoon in a statement which rang alarm bells. "It's bad luck for you, though: normally I'd be examining two candidates at the same time."

It was already 9pm and the crew were itching to be off. What followed was an hour of chat over hot drinks. My forlorn hope was that time spent talking would count towards the eight to 12 hours of examination.

### Briefing

My instructor Chris had made it clear that the safety briefing was crucial and would set the tone for my test. I had duly prepared lengthy advice on the safe usage of the heads and the gas-isolation switch. "I don't need to know that stuff," Peter told me. "Just the important things!" My 30-minute briefing became a two-minute list of fire extinguishers, flares, liferaft and emergency steering devices.

"Now spring her off the pontoon for me," Peter said.

I looked up at the wind indicator, which showed the breeze gusting fitfully about on the bow. Then I

looked at the two short warps, which were all we had found aboard our X-Yachts 43 *Seanachaidh* – currently in use as bow and stern lines.

I decided it would cost us too much hassle to re-rig one of the lines as a proper spring. So instead, we cast off the bow line and I let the boat drift back on the stern line, which naturally sprang out the bow. Then it was just a burst of power ahead.

"Hmmm," said Peter, quickly

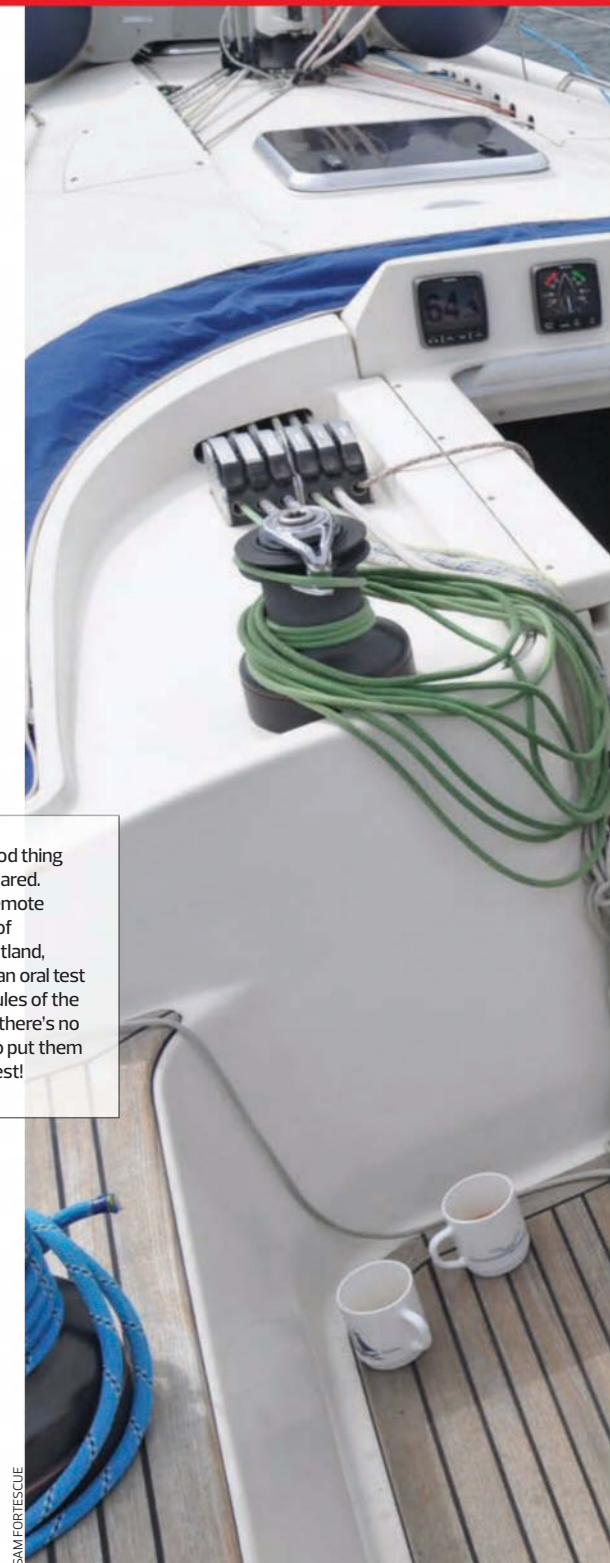
*'I was left with the sense  
that I'd already failed  
– barely off the pontoon'*

followed by a shout. "You've wrapped a crabpot around the prop. What do you do?" To emphasise the point, he knocked the engine into neutral. We were 20m from the pontoon, halfway through a turn downwind, with a rocky lee shore close at hand and an island forming the exit to the bay. I elected to drop the hook – a lengthy

### Course requirements

- ▶ 2,500nm over at least 50 days
- ▶ Five passages over 60nm, two as skipper and two overnight
- ▶ Five days' experience as skipper
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It's a good thing we prepared. In the remote waters of NW Scotland, expect an oral test of the rules of the road as there's no traffic to put them to the test!



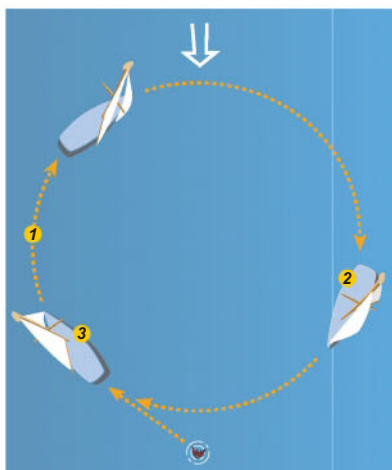
process with my crew halfway through tidying away fenders and warps.

"No, don't bother," said Peter as I gave the order. My crew hesitated uncertainly. I was left with the sense that I'd already failed the exam – barely off the pontoon. In retrospect, it might have been better to have unfurled a scrap of jib to give us the steerage way out of the bay, rather than trusting to an unknown seabed.

### Man overboard

With the light fading fast – it was after 10pm by now – we reached off into the





## ALTERNATIVE MOB TECHNIQUE

**It's not strictly taught** by the RYA, but there is another way of responding to a man overboard situation, which works even singlehanded. Put the helm over for the crash tack and sheet in the main as you go (1). Then simply keep the helm hard over, alternately gybing (the main is sheeted in, so this does no harm) and crash tacking (2). In this way, we made 10 or so tight circles and never got more than 20m from the casualty in the water. The sails are depowered, making it simple to recover the MOB once the crew is ready.

mile-wide body of Loch Gairloch. Peter was keen to get the man – overboard test out of the way, so two fenders, lashed together, were readied. In anticipation, I started to call instructions to the crew. “That’s not fair!” exclaimed Peter. “I’m not going to do it now.” There was some low chortling from the other Peter on board, who runs Spirit of June, the charter outfit that had organised the training. He offered drily to go over the side himself, and while the banter bounced round the cockpit, Peter quietly slung the fenders overboard.



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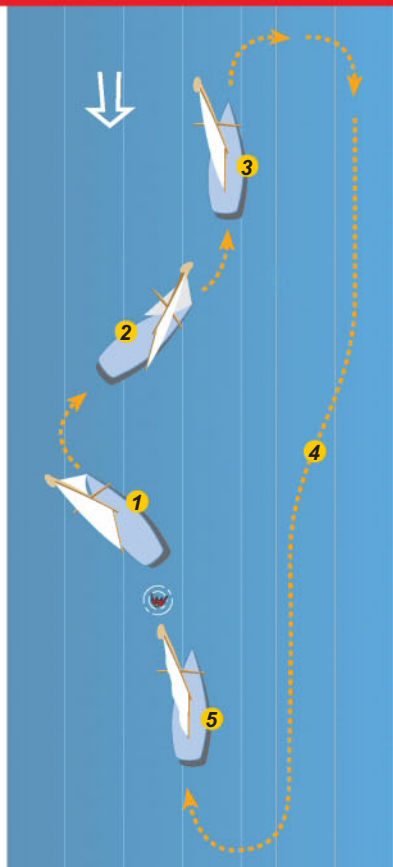


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Now, the correct RYA technique (above) is to raise the alarm, crash tack, brief a spotter, put in a distress call and start the engine. As practised, we motored upwind until the jib was furled, then turned back downwind, with the main sheeted hard in.

Having our champion winch-monkey out of action below (he was the one who was meant to have fallen over the side), it had taken longer than usual to furl the jib. By the time we turned downwind, even the spotter couldn't see the blue fenders in the growing darkness – 300m ahead of us. I steered the reciprocal course downwind and we found our way back, but it was alarming how quickly we had lost them.

**RYA TIP:** You're basically showing you've got the skill set to manage the little micro-community of a boat.

- > The key thing is to have a plan
- > Examiners will be looking to see that the Mayday has gone out, the position is recorded, the boat put in a safe state
- > Use the engine unless there is a really good reason not to

## Blind nav

It was almost a relief to be sitting at the chart table with someone else doing the hard job of handling the boat in 18-knot gusts. In truth, we were over-pressed, but the boat had been rigged with only reefs one and



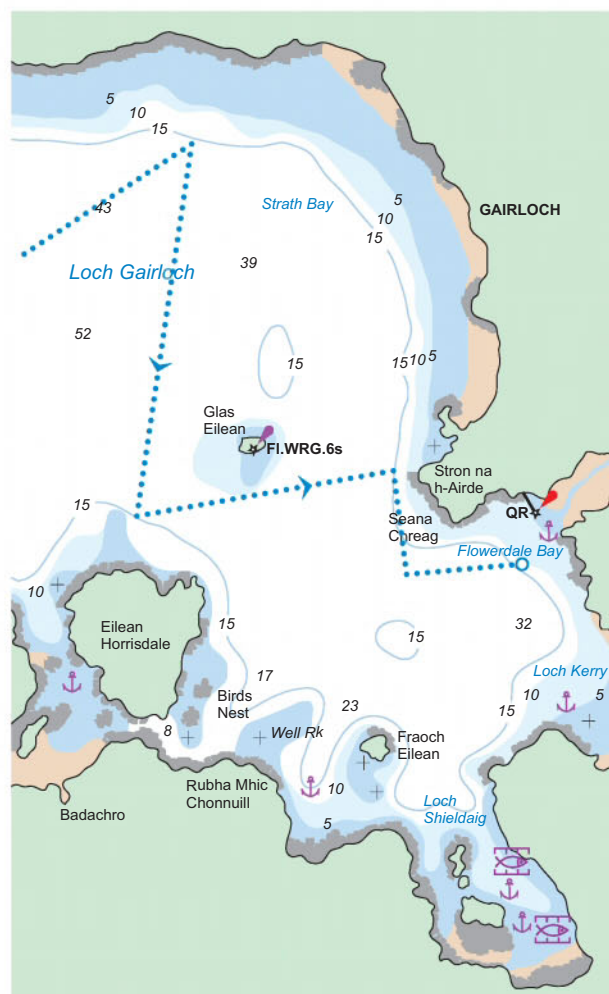
### RYA TECHNIQUE

The 'official' way the RYA teaches MOB recovery is to crash tack (1-2); motor upwind and furl the headsail (3); then return to the MOB, pass them in the water and turn tack upwind to recover them

three in place, so we cracked on, heeling hard.

With Peter the examiner keeping me company below, I managed to estimate a pretty accurate position using only course steered, speed and time. As we both lurched across the saloon for the third time (there were no straps), Peter decided to continue the exercise under power.

Excellent helming from my wife Alex up on deck allowed me to steer



us through a quarter-mile channel, round an island between two headlands and into the shallows off Gairloch harbour in Flowerdale Bay, bouncing the boat in using the depth contours. So far so good.

**RYA TIP:** This is a test of navigation skills – basically flying by instrument.

- > We want to see the right decisions for the passage strategy, using different elements to judge position
- > If you're in fog, it's better to sail, as you can hear other boats
- > If anything goes wrong, it's not necessarily an outright fail

By now it was 0130hrs and the crew were giving me meaningful looks. Luckily, Peter suggested we anchor (in the pitch black) in a nearby bay. As the hands traipsed off for a few hours' sleep, the indefatigable Peter settled down in the saloon for some more chat, culminating in a series of searching questions to me about the rules of the road.

My tired brain grappled feebly with the difference between red over white at the masthead (fishing vessel) and green over white (trawler). Peter probed me on the characteristics of fishing vs trawling, pointing out that trawlers tend to steer in long straight lines, while fishing vessels dart around all over the place.

"And what does Rule 19 say specifically about navigating in fog?" It was now 0230hrs and I could think of no sensible response. Answers on a postcard to the editor...

## Last gasp

The crew looked pretty mutinous as they mustered again at 0330hrs for a final few hours of daylight sailing to end the test. There had originally been loose talk of finishing at 2am, and they had to be back at a London desk barely 24 hours later after a long night-train journey. With a twinkle in his eye, Peter made some avuncular comments along the lines of "glad you could join us" and, fortified by weak coffee, we returned to the cockpit.

Sailing off the anchor was no problem – we took in the third reef to deal with the gusty winds howling down from the dark hills above us. Peter showed me the useful technique of backing the main by hand to force



the bow round onto the desired tack for departure. Certainly, with a shallow reef off the starboard bow, there was no room for error here.

The wind dropped as we nosed into the open expanse of the loch. I shook out a reef, but it made little difference running before four knots. As we lolloped on the rising tide, Peter pulled his last trick out of the hat.

"These fast boats with their spade rudders are prone to failure," he announced conversationally. "I've seen things get wedged between the hull and the rudder, so in a moment, I want you to simulate total steering failure and take us to safe water to anchor and fix the problem."

I gulped. We definitely hadn't prepared for this. The slippery hull of our X-Yachts 43 came to the fore here, keeping her way on well, as we'd discovered during our week of practising manoeuvres.

Slowly at first, then faster, the bow swung round and through the tack. We readied warps to stream astern and pull her round more readily, but it wasn't necessary – just by sheeting out, she steadied on a new heading towards a danger-free part of the loch's north shore.

After that, we could make small course adjustments by moving the crew from one rail to the other, the boat turning away from the weight.

**RYA TIP:** The best thing to do is practise this when it's not necessary, on your



Clockwise from above: RYA training resources manager Craig Burton, expect a chart table-based element of the exam; trying to pick up a transit with the bins



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## *'As we lolloped on the rising tide, Peter pulled his last trick out of the hat'*

**own boat. You need to understand the relationship between the sails and how reefing affects that, as well as weight distribution on the boat.**

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The breeze failed completely when we were still some way off the beach, and in 40m of water. Try as we might, the boat began to move astern on the tide. "What would you do now?" Peter asked. Without hesitation, I replied: "Launch the tender and tow the boat in under oars." For an awful moment I thought he was going to

ask us to do it. But with a shrewd look to windward, where the water was still mirror calm, he decided that enough was enough.

"Take her in to Gairloch harbour," he told us, then bade me follow him below. This was the moment of truth, and I feared it could have gone either way. But then, as if we were meeting over a pint in the pub, he extended a hand and said: "Congratulations." 🚩

## SKILLS ONLINE

See [www.sailingtoday.co.uk](http://www.sailingtoday.co.uk) for features on many of the skills needed to pass your yachtmaster, from advanced sail trim and knots, to safety equipment and navigation.



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Choosing the right tender can make a big difference to your life afloat. It must be a practical workhorse, to carry stores and crew from ship to shore. It must be easy to stow and deploy. And, whilst a sailing rig is not on everyone's must-have list, it's great fun in harbour... if you can keep the kids or grand-kids happy, they'll want to come again.

There are many solutions to the storage problem, and this is what we live and breath. Besides our own Nestaway UK-made range of sectional nesting dinghies, we are also UK importers for the Nautiraid skin-on-frame folding Coracles from France, and DinghyGo sailing inflatables from Holland.

### NESTAWAY Sectional Boats

The 8ft **Nestaway Pram Dinghy** has a two-piece nesting hull - stored length 4ft 8" - that joins together, tool-free, with hooks and oversize bolts in less than two minutes. The bulkheads at the joints are well above the waterline, so each section will float - it's like two small boats joined together, to make one useful one. The lugsail rig has a low centre of effort for stability, and she scoots along under oars. We also make a 9ft two-piece clinker dinghy, and a three-piece 14 footer. Prices from £1950.



Above: **Nestaway Pram dinghy**. Inset (top) shows Pram dismantled and nested together, upside down on deck

Left: **Nautiraid Coracle 300**, sailing version.  
Far left: Coracle 250. Inset to text: Coracle 250 folded

### NAUTIRAID Folding Boats

Nautiraid has been around nearly 80 years: their folding **Coracle Dinghies** utilise a fan-like joint that was patented in the 1940s. Whilst the frame has changed little since, fabric technology has, so the skins are now Hypalon (rather than oiled canvas), with subtly integrated tubes around the gunwhales for buoyancy and heeled stability. Besides folding up, their most notable feature is weight, or lack of it. The 8ft model weighs just 57-lb. The smallest 6ft variant is lighter still and when folded up will fit down a spare bunk. All three row well and will plane under power when lightly loaded. Sailing rigs are available for the 250 and 300 (10ft) models. Prices from £1,550.



### DINGHYGO Sailing Inflatables

A lot of testing has gone into the **DinghyGo** boats, and they sail surprisingly well. Extra large tubes make the hull notably stiff, so they can have a freestanding mast (for quick assembly), and there is a proper daggerboard slot for windward performance. Those tubes also give exceptional stability - handy when loading stores, reassuring when sailing. The inflatable V-shape floor means they will plane under power, with motors from 3.5-8 hp. Prices from £2,300 (including sailing rig).



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## Maintenance

- ▶ Wash and rinse with freshwater regularly to remove dirt and salt crystals
- ▶ Once dried, treat luff extrusions with a silicon-free polish or wax
- ▶ Grease the four points on the lower bearing assembly and two on the halyard swivel
- ▶ Store the furler during the winter

ILLUSTRATION: PIERRE HERVE

### Less friction

Tack swivel with a 'free-turn' and a uniform cross section of the luff extrusion make for a better furled sail and good performance even when reefed. It also reduces the effort needed to furl the first turn.

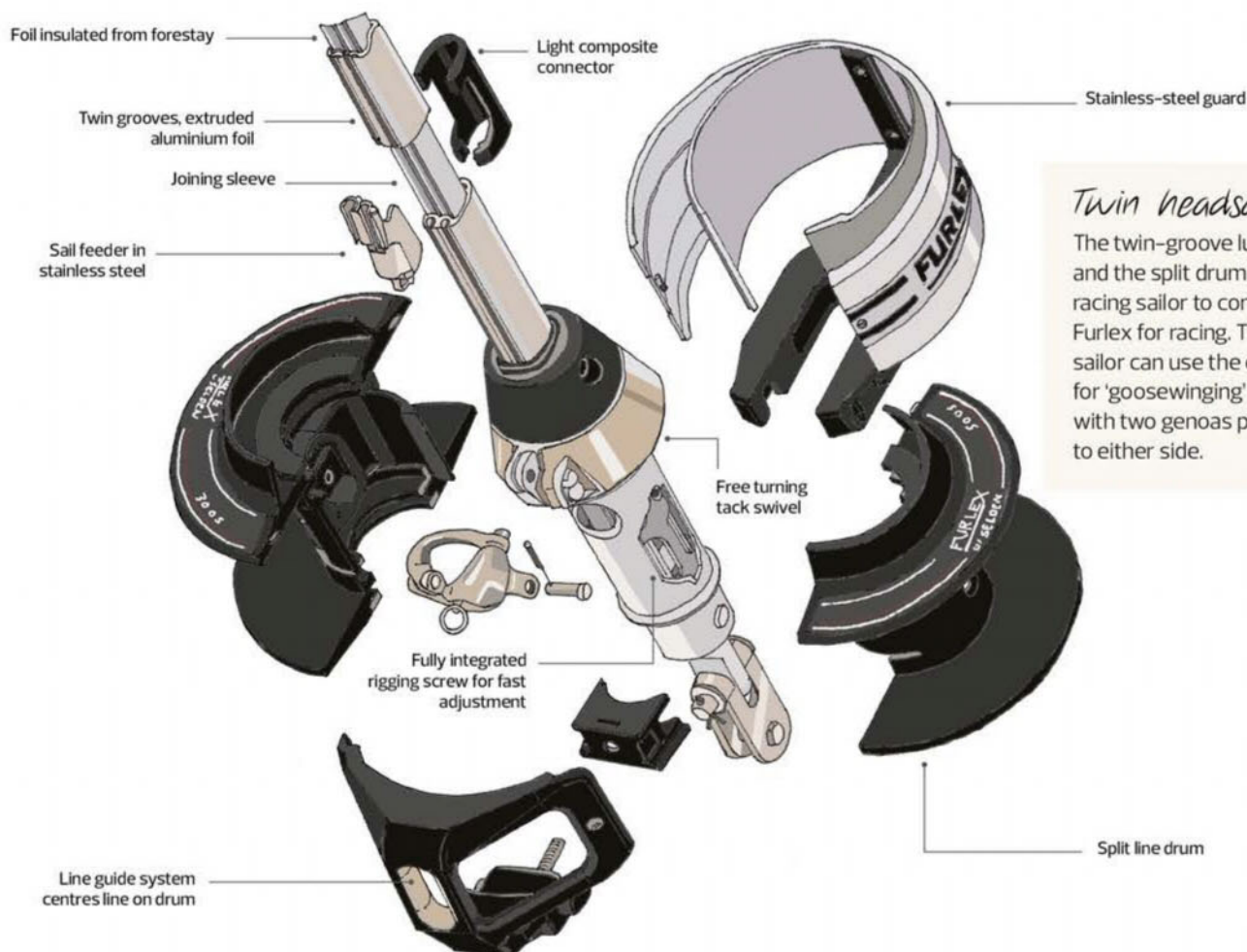
## ROLLER FURLER

Roller furling jibs have been around since the late 19th century, when Major du Boulay invented a system like a roller blind. The basic design was a swivel inside a drum, which took the furling line, while the luff of the sail rolled round a pine pole. However, this accelerated wear on the forestay and discoloured the sails.

**The system was** improved by Major Wykeham-Martin, who realised the sail would furl around its own luff rope, with no need for a tube. He incorporated roller bearings into the system and patented it in 1907.

It is still made today, cast in solid bronze.

Today's furlers, such as this advanced Furlex design, have come full circle, in some respects, with a light, extruded aluminium head foil. But developments now mean that a plastic cuff can insulate this from the forestay. The drum is often enclosed to protect the furling line, bearings are better able to distribute force as the drum turns, and a line management system makes the whole process much tidier.



### Twin headsails

The twin-groove luff extrusion and the split drum allow the racing sailor to convert the Furlex for racing. The cruising sailor can use the extrusion for 'goosewinging' downwind with two genoas poled out to either side.





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# Riding Light



DON'T FORGET TO PRACTISE YOUR CLOSE-QUARTER SKILLS, SAYS COLIN JARMAN. ALSO, REMEMBER THAT LESS HASTE MEANS MORE SPEED WHEN IT COMES TO PLANNING THE TO-DO LIST

## Back to sailing school

I don't know how many times I've reminded people that it's a good thing to practise sailing their boats where they would normally motor them, but the number is high. It's also advice that has twice come back to bite me.

Both occasions involved engine failure. On the first, my wife and I had just taken over a boat 'somewhere on the south coast' and, after spending a night in the Beaulieu River, we were returning to the marina from where she would be transported home. Without warning, as we approached a busy river mouth, the diesel engine faded and died. With much traffic all around, we quickly called the marina, told them of our plight and asked if, by any chance, their yard launch could tow us in if we sailed up to the entrance. After hearing the answer, I told them we would sail into our berth and left them spluttering into their microphone.

We set sail and managed to beat up the river and reach in through the marina entrance, dropping sail as we did so before shooting up into the first vacant berth. Had we actually intended this manoeuvre it would never have gone so smoothly, but an uninformed bystander might well have been impressed by what was really pure luck. Our later discussion with the marina berthing master is best glossed over.

On the second occasion, earlier this season, I was taking my brother out for a quick sail when the outboard stuttered and stopped. I thought that if we left it alone and enjoyed the beautiful sailing weather, it might come to its senses when we wanted to return to the mooring later on. Deluded fool!

When it came time to motor in through the crowded moorings, there was still no sign of life in the engine. By then, time was pressing, the flood had set in under us and the sea breeze was picking up. My concern, however, was that I had not sailed onto a mooring for some years, because they are generally occupied by expensive boats – and I can hear the laughter now as my insurance company tears up my claim form...

Fortunately, it all worked out and we sailed up the creek reducing sail as we went and then rounded up, stopping by the buoy for a perfect pick-up – and you're



*'The glorious 46ft (14m) gaff cutter Leonora III, her sweeping sheer a stark contrast to today's straight-deck lines'*

right, there was no-one about to see such skilled boathandling! There never is, is there?

Anyway, my excuse for not having practised for the first occasion was that it was only the second time we had sailed the boat, while for the second it was my fear of making a mistake and facing a huge repair bill. However, both reinforce my belief that we all need to practise boathandling under sail alone. Nowadays, most engines are reliable and, for close-quarters manoeuvring, it is prudent to use them, but you need to know how your boat can be handled in a tight situation with sail power alone. Go on, give it a go, even if it's in open water with a fender pretending to be the mooring buoy.

## Always a rush

I wonder if anyone has ever set off on a cruise with all the items on their to-do list *actually* ticked off? I know I haven't.

Some friends had laid up their boat over the winter with a list of jobs for the yard, including a respray on the hull and decks. When they returned from abroad and ready for their long summer cruise, they were dismayed to find the newly sprayed decks covered in dust.

From there progress was slow, but with the boat eventually afloat, engine and electrics reconnected (but nothing sea tested), they decided to forego a proper shakedown cruise, but to use a North Sea passage to sort things out.

A fast 50-odd miles encouraged them, but when the wind died and the engine was started, problems soon showed themselves, beginning with a lack of battery charging from the alternator. Then the VHF would receive, but wouldn't transmit. Eventually, they turned back to this country to sort things out.

It's all too easy to sit here and condemn their rush, but given the same circumstances would you have been stronger willed, either in chivvying the yard along or ensuring a local waters shakedown?

## YOUR VIEW

Tell us your tales about sailing when the motor fails



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**COLIN JARMAN** helped launch *Sailing Today* in 1997 and lives and sails on the east coast. Read his *Riding Light* blog online at [www.sailingtoday.co.uk](http://www.sailingtoday.co.uk)



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# Flying gaffer

Sam Fortescue tests the trad-looking Kittiwake 14

**T**he Kittiwake is a comfortable alliance of two completely different boats. The hull comes from a venerable North Wales One-Design, while the rig is that of a 150-year-old Falmouth Quay Punt. And with one or two concessions to modernity (not least a GRP hull), that's exactly what you're getting: a traditional boat.

In essence, the Kittiwake is an easy-to-handle trailer-sailer. There's lots of wood, but the hull is in sensible glassfibre, all hand-laid up some 30 miles from the sea in Macclesfield. Though the 14-footer (4.3m) and the 16 (4.9m) are moulded from different boats, they have much in common. Both have a rounded bow, flattish bottom and moulded-in buoyancy in the bow and under the thwarts. "We tried to sink her once – loaded her up with tractor weights and opened the transom drain, but she only let in a few inches of water. It was as if she was on the bottom."

The 14 weighs in at 705lbs (320kg), with some 70kg in the galvanised steel centreplate, which is all the ballast she needs. Owners Richard and Elizabeth Cooper said they could get the boat from trailer to water in 20 minutes, fully rigged. She's also small enough to rig from outside the boat – handy when sailing alone. The spars stow away within the boat's

length for towing, and the mast is easy to raise on a tabernacle.

Though the boat's fully rigged, we motor into a moderate southwesterly with the tide on the last of the ebb out of Itchenor in Chichester Harbour. The 4hp outboard clamps to a transom pad next to the rudder, for tipping out of the water when not in use. Particularly on the slimmer 14, the helmsman must be careful not to foul the prop with the boat's rudder – a minor disadvantage, which requires steering with both hands – one for the motor and one for the tiller.

## Wet work

Shoving into the wind-over-tide chop, we discover that the lack of any coaming on the iroko-planked foredeck means the boat is quite wet, shipping a healthy spray over the bow that finds its way to me in the stern. On the other hand, the boat's rope-rubbing strake does a very good job of turning aside the waves as they splashed up the topsides, which is just as well, because as soon as the Kittiwake leans into a beat, you want to be perching on the mahogany gunwales, not sitting on the thwart.

With her little mizzen, she'll practically sail herself – happily holding herself head to wind with just the centreplate down. The mizzen keeps the tiller feeling well balanced to windward, although it

With tan sails, yawl rig, rope fenders and lots of wood, the Kittiwake 14 could easily be mistaken for a traditional boat



helps to sheet out a little to speed the tack. As with any yawl rig, she'll be more reluctant to bear away until you ease the mizzen sheets.

Being gaff-rigged, the Kittiwake is not a very sharp performer to windward. I was surprised when Roger urged me to ease the sheet when we were around 50 degrees off the apparent wind. But if pure performance is your thing, then you probably shouldn't be looking at a gaffer in the first place. The boat's strengths are her good looks, easy handling and traditional feel. On a reach or downwind she's got a good turn of speed, thanks to her four sails.

The standard rig has a jib on a brass furler with a staysail inside that – also on an optional furler. Jammers and cleats are all either brass or Tufnol. The Douglas fir gaff is easy to raise on its throat and peak halyards, with a row of lovely brass belaying pins at the mast foot to make off to. Roger says there's an optional topsail for extra canvas. There also an option for a very large asymmetrical spinnaker. Alternative rigs include simple sloop and cutter, "but the yawl looks so much better," Roger says.

### Comfy cruising

The centreplate is on a decent 4:1 purchase line for easy raising. And there is a good-sized locker in the foredeck, double sealed with a gutter on the inside and a neoprene seal. "Big enough for the children," Roger quips. He wonders if it could be fitted with comfy cushions; I remind him that air holes would also be useful.

More than 55 Kittiwakes have been built since Roger set up the company



**Above:** The cheaper tourer version has GRP seats instead

**Above right:** She's in her element at about 60° off the apparent wind

**Below:** Bronze belay pins are a nice touch



*'The boat is quite wet, shipping a healthy spray over the bow that ends up all over me'*



in 1984. He admits that sales have been slow post-recession, but adds that things seem to be picking up. A slightly unfortunate incident saw the rudder snap on the 16 we also tested, just as we got the sails up. It is a fairly sturdy piece of marine ply, but clearly vulnerable to the extra loading if it's not lowered. Being a smaller boat with lighter loads, the Kittiwake 14 doesn't have the same issue.

Either boat would make a fair camper-sailer. There's a sort of cuddy available for the 16, and both boats are long enough to allow two people to bed down on mats on the sole.

In fact, Roger is organising a different sort of camper-sailing trip for owners down in Falmouth in the first week of July. Crews pitch their tents onshore, and on one day of the rally, they have to rush ashore, procure a pasty and get back on board as fast as they can.



### KITTIWAKE 14

**LOA:** 21ft (6.4m)

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

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

**Draught up/down:**

9in/3ft (23cm/91cm)

**Sail area:** 135sqft (12.5m²)

**Weight:** 320kg (705lb)

**Price:** from £10,495 inc VAT and sails

**Builder:** Kittiwake Boats

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



### VERDICT

**If you're hunting** for pretty trad looks in an easy-to-handle daysailer, then it's well worth considering the Kittiwake. These boats are easy to maintain thanks to the GRP hull, with a nice woody finish. They won't wow with their performance, but they are still good fun to sail.

**PERFORMANCE:** ★★★★★

**LOOKS:** ★★★★★



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## **Beneteau Oceanis 440**

1991 Year Model, Wheel Steering, Winged Fin Keel, Perkins Prima 50 hp Diesel Engine, B & G Tri Data Instruments, Phillips & Garmin GPS, Furuno Radar, Simrad Auto Pilot, AIS, Navtex, Panda Generator, Eberspacher Heating, Cruising Chute & Snuffer. Lying Eastbourne.

**£75,000**



## **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.

**£54,950**



## **Beneteau Oceanis 343**

2005 Year Model, Owner's Two Cabin Configuration, Fin Keel, Wheel Steering, Slab Reefed Mainsail, Yanmar 3YM30 29hp Engine, Raymarine Chart Plotter, Tri Data Instruments, Auto Smart Pilot & VHF Radio, Electric Anchor Windlass, Elstrom Sails, Gennaker & Snuffer.

**£69,500**



## **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.

**£14,500**



## **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.

**£425,000**



## **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**



## **Freedom 30**

1990 Year Model, Long Shallow Keel, Wheel steering, Cat Ketch Rigged with Carbon Fibre Masts, Nanni N2 14hp diesel Engine (New 2012), 4 Berths, Stowe Tri Data Instruments, Garmin GPS, Icom VHF Radio, Auto Pilot, Saunders Main Sail & Mizzen. Lying Eastbourne.

**£27,950**



## **Southerly 110**

2010 Year Model, Lifting Keel, Wheel Steering & Twin Rudders, Yanmar 39hp Sail Drive Engine, In-Mast Mainsail Furling, Self-Tacking Furling Genoa, Bow Thruster, Electric Anchor Windlass, Raymarine Chart Plotters, Autopilot, Wind Generator & Coppercoat.

**£180,000**



## **Icelander 43**

1999 Year Model, Steel Multi-Chine Hull Blue Water Cruising Yacht, Bermudan Cutter Rig, Wheel Steering, Center Board Keel, Rigged Originally for Single Handed Sailing. Ford 75hp Diesel Engine, 6 Berths in 3 Cabins, Navman GPS Plotter, JRC Radar, Cetrek Tri Data Instruments. Lying Eastbourne.

**£71,500**



## **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

**£54,500**



## **Moody Carbineer 44**

1972 Year Model, Deck Saloon, Ketch Rig, Wheel Steering, Long keel, Hull Epoxy Treated 1993, Perkins 120hp Diesel Engine, 6 Berths in 3 Cabins, Yeoman Chart Plotter, Raymarine Radar, Raymarine Bi Data Instruments & Auto-Pilot, Vetus Bow Thruster & Electric Windlass. Lying Lanzarote.

**£98,000**



## **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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**T**hese days probably nine out of 10 yacht tenders are RIBs or inflatables. They tend to be the neglected piece of yacht equipment, expected to work when wanted, but often sadly overlooked when it comes to maintenance. So it can come as a surprise when one day you find a tube sections deflating. Carrying out an annual check and maintenance routine can reduce the unexpected problems, but if the worst happens, most inflatable repairs are well within the capabilities of a DIY owner.

### Regular service

For an annual check, go over the whole of the tube surface in detail. You are looking for any areas where the rubber surface has been worn away to expose the fabric inner layer. You are also looking for any taping, patches or seam edges that are lifting away from its connecting fabric. Try poking around the edges of patches or attachments with a blunt screwdriver or a round-edged tool that will not cut into the fabric to see if the glued edges are firmly attached.

Finally, mix up some detergent into water and use a brush to paint this over the whole tube. If there are any leaks then you'll see bubbles on the surface. Give this some time because pin-prick leaks will be slow to develop. While you are doing this, apply the detergent over the valves as well. At this point, it can be useful to over-inflate the tube to a higher than normal pressure, making it easier to spot any leaks.

If everything is in good order then your application of the detergent mix will have also cleaned the tube up





**Far left:** Pull back loose seams to check that the surface is intact

**Left:** Use a blunt or rounded tool to test the condition of the patches

and you can put the boat away for the next season.

Any lifting tapes or patches and any leaks will need attention, but the first thing to do is to identify the type of fabric the boat is made of. The panel below shows the three main types – it's best to check with the manufacturer to be certain, and you're likely to find lots of information on its website.

Once you have identified the fabric, then you need to obtain some matching material to patch in and also a suitable glue. You are likely to be offered both one-part and two-part glues, but always go for the two-part version because it is much stronger and reliable. Do not try to

## *'Don't even think about trying to do repairs on board'*

mix half quantities because the ratio is quite critical and you will only achieve good results by mixing the full quantities together. There will inevitably be some wastage. Once you've mixed the two parts, the adhesive is only useable for an hour or so before you have to throw the rest away.



**SEAL SAFE**  
Check valve seals to ensure they are clean and free from grit

### **Prepare for repair**

Repairs should always be done in a warm and dry environment. Don't even think about trying to do repairs

on board or in a boatyard. Best to take the tender home and work in a heated garage, but beware of the fumes given off by the solvents so have good ventilation.

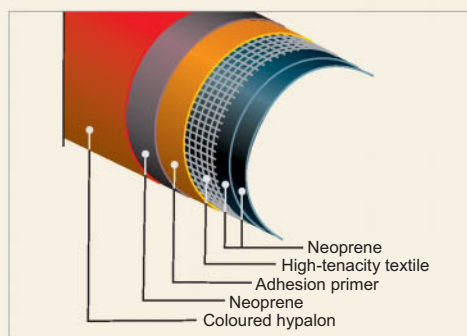
Once you have lifted the area of tape or the patch back to a sound contact, use acetone or toluene to clean up the area and remove any old adhesive. If you need to remove an old patch or tape completely then use a hair dryer or warm air gun to soften the adhesive, which should allow you to pull off the patch with pliers.

If you have used a silicone cleaner on the tube fabric you will have a challenge because this forms a film on the surface that can make it difficult for any adhesive to work. Use emery cloth to rub down the fabric surface where the glue is to be applied so that you have fresh rubber exposed and, once again, clean with the solvent.

Mix the glue and apply to the cleaned surfaces in a thin layer and, if necessary, you can restrict the area where you apply glue with masking tape. Allow this thin layer to become touch dry, which usually takes about 20 minutes and then apply a second coat. When this second coat is tacky you can press the two surfaces together preferably in a gradual process, rubbing the top of the patch

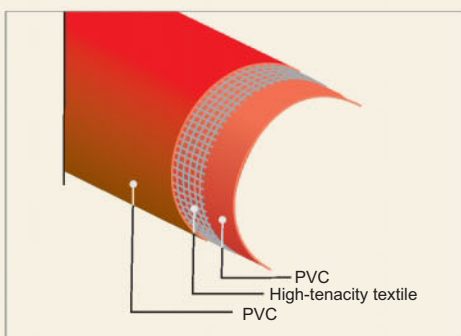
## TUBE FABRICS

There are three main types of fabric used on inflatables:



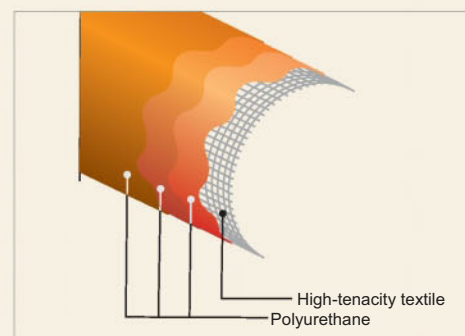
### **HYPALON**

This is common on high-end RIBs. It has to be glued and so construction is more expensive, but this makes it easier to repair. Air-holding is not so good, so the fabric usually has a neoprene inner layer to improve this. It can be sensitive to some oils and solvents, it scuffs more easily and can be more sensitive to UV light over time. Only a limited range of colours.



### **PVC**

Used on smaller and cheaper RIBs because the construction process can be partially automated using thermo-welded seams. Available in a wide range of colours. The material becomes brittle and porous with time, but it should last for five years. Sensitive to some solvents and even suntan lotion and is tricky to repair with glue. Also more prone to puncturing.



### **POLYURETHANE OR PU**

Very durable and becoming more widely used. In some cases, it's replacing Hypalon in top-end boats. It's very resistant to solvents and is generally puncture-proof; the seams can be thermo-welded and it needs the neoprene inner lining for good air-tightness. PU does age more quickly than Hypalon and is only available in a limited range of colours.



## Inflatable pressures

**Probably 90 per** cent of inflatables and RIBs are operated at too high a pressure. If you inflate the tube too hard then you might find it hard to get alongside because the boat will bounce off. You will certainly have a rougher ride in waves as the tube does not 'give'. At a boat show you see the tubes pumped up really hard because it smooths out any wrinkles in the construction, but around 2psi (0.14bar) is about the right pressure. If the tube feels and sounds hard when you punch it, then it is too hard. It should respond gently when the pressure is right.



with a roller or smoothing stick to remove air bubbles.

If you are repairing a small hole or tear then you need to be careful that you don't stick the insides of the tube together. Repairing holes needs a bit of planning and anything larger than, say, a tear of a couple of centimetres, should have an inside patch. This could be the time to take the boat to

the professionals, otherwise you can end up in a very sticky mess.

If valves are leaking it may just be grit on the seal, which you can replace, otherwise you may need to replace the whole valve. Some valves are screwed in place with an inside and an outside ring, while others may have to be glued in place. You may be able to find a screw-in replacement

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## GLUES

**Consider using a primer** before you apply the glue, to degrease and prepare the surface. Then make sure you've got the right two-part glue for the job. Either works with polyurethane:

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for a glued-in valve, which is a simple operation, but for glueing a valve in place or for larger repairs do a dummy run before you apply any glue. For more information and fitting advice, go to [www.valves.polymarine.com](http://www.valves.polymarine.com).

You can inflate the tube to a very low pressure after repair just to hold the tube in shape, but allow 48 hours before inflating to full pressure.

Clean off any surplus adhesive with the solvent and the job is done.

### Handling

The solvents in glues are flammable and toxic, so wear protective gloves and only mix and apply in a well-ventilated area



**DAG PIKE** did his first ocean race at the age of 14 and sails a Falmouth working boat. He helped develop the RIB



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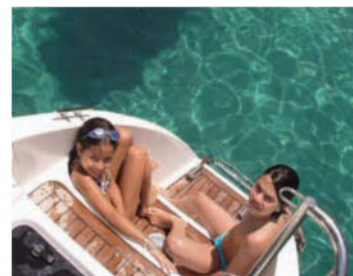


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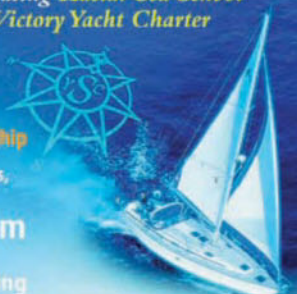
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# Dispatches

ILHA DOS LENÇÓIS | MINA2



## **MINA 2** Oyster 485

**LOA:** 48ft 6in (14.8m)

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

**Draught:** 7ft 2in (2.2m)

**Year built:** 1997

**Berths:** 6

**Owners:** Tim Barker

**You won't find Ilha Dos Lençóis in any of the pilot books. It is a tiny island just two miles long and half a mile wide, and is located 300nM southeast of the Amazon Delta.**

It is populated by a community of subsistence fishermen virtually cut off from modern civilisation with no communication and, until recently when they got a couple of wind generators, no electricity either. They live in mud-floored huts intricately woven from palm fronds, and fish in the estuary for the largest, juiciest prawns you have ever seen. Rarely exposed to tourism, they are reserved, but not hostile. There is no agriculture on the island because it consists only of enormous sand dunes. It's *Lawrence of Arabia* meets *The African Queen*. Looking at the charts that show just 0.4m depth at the entrance, the anchorage looks inaccessible, but with the help of a 5m tidal range there's a way! In between visits to the village, we walked over the wind-shaped dunes, which were every bit as varied and beautiful as the icebergs that I had seen just a year before in Antarctica. It is one of the most enchanting places I have ever been to.



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