

# SAILING

GO FURTHER | SAIL BETTER | BE INSPIRED

# TODAY

OCTOBER 2014 sailingtoday.co.uk £4.20

ON TEST

## Total cruiser

Exploration 45: the ultimate all-rounder?



TECHNICAL

## Wi-Fidelity

Stay online anywhere

## Boat Show brief

What's hot at Southampton

GULL'S EYE

SKIPPER'S GUIDE  
Swanwick Marina

## Desolation Sound

Adventure where boats meet bears

### POWERLESS

The joys of cruising  
under sail alone

### ESSEX RIVERS

Pubs, barges and mud  
on the lovely east coast

### THEN AND NOW

How did they cope with  
1940s nav technology?

### DOCTOR ABOARD

The medical kit you  
shouldn't sail without





The new

# Arcona 380

y a c h t s



**World debut at the  
Southampton  
Boat Show,  
Marina Berth 261**

Arcona  
y a c h t s

340

NEW

380

410

430

NEW

470

Address  
Hamble Point Marina  
SO31 4NB

Email  
[info@arconayachts.com](mailto:info@arconayachts.com)

Web  
[www.arconayachts.com](http://www.arconayachts.com)

Telephone  
+44 (0)2380 457770

## EDITORIAL

EDITOR

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

NEWS AND FEATURES

Toby Heppell

020 7349 3753  
toby.heppell@chelseamagazines.com

ART &amp; PRODUCTION EDITOR

Guy Foan

guy.foan@chelseamagazines.com

PUBLISHING CONSULTANT

Martin Nott

## ADVERTISING

SENIOR SALES EXECUTIVE

Jodie Green

020 7349 3722  
jodie.green@chelseamagazines.com

SALES EXECUTIVE

Charlie Whitcombe

020 7349 3742  
charlie.whitcombe@chelseamagazines.com

ADVERTISEMENT PRODUCTION

Allpoints Media Ltd

www.allpointsmedia.co.uk

## Published by:

The Chelsea Magazine Company Ltd

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

MANAGING DIRECTOR

Paul Dobson

samantha.oakes@chelseamagazines.com

DEPUTY MANAGING DIRECTOR

Steve Ross

steve.ross@chelseamagazines.com

COMMERCIAL DIRECTOR

Vicki Gavin

vicki.gavin@chelseamagazines.com

PUBLISHER

Simon Temlett

simon.temlett@chelseamagazines.com

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

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

Email: sailingtoday@servicehelpline.co.uk

© The Chelsea Magazine Company Ltd 2014.  
All Rights Reserved. ISSN 0044-0000

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

Also part of the *Chelsea Marine Magazines* family:

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



# Skipper's View

FROM 36 KNOTS IN AN EXTREME TRIMARAN TO 9½ KNOTS IN A BLUEWATER MOTORBOAT, MORE UNITES THAN DIVIDES US



**WITH A NOISE** like the creaking of a geriatric giant's knees, the main came in and we took off. Beating into an 18-knot wind, we hit 15 knots, 20 knots and finally, with two hulls flying high above the Solent waves, more than 25 knots. Cowes was soon far behind us.

I have never sailed a trimaran before, so jumping on board a French-designed MOD70 for a spin during Cowes Week was like making your first ever road trip in an F1. The boat, *Musandam-Oman Sail*, has just set a blistering record in the Round Britain and Ireland race (see pp6-7) and is taking on the Route du Rhum in November. She is about as far away on the spectrum of sailing vessels from a cruising boat as it's possible to get, and in a spirit of openmindedness, I reckoned that was reason enough to accept the Omanis' invitation.

I had expected to feel exhilarated, and I wasn't disappointed. It took all my self-control to stop myself from standing up and whooping as we hit more than 35 knots going downwind. What took me by surprise was the addictive quality of the sailing. I had a few minutes at the helm of this beast, sitting up on the windward hull in a comfy, cocooning seat, and like an F1 racer, you could feel the power throbbing through the helm.

Riding up on her leeward foil, the boat towered and must have made a frankly terrifying spectacle for the Sigma 38s that we ploughed a deep furrow through. At times, boats running downwind with their spinnakers up seemed to pass almost under the windward hull. They barely seemed to be moving.

By contrast, a week later, I was looking round a 68ft FPB motorboat just in from New Zealand. It was an object lesson in belt-and-braces design, with an astonishing range of 5,700nm on a single tank. And the interesting thing about it is that with its cruising speed of 9½ knots, the FPB has more in common with my Sadler 34 and the sort of cruising I like to do in her than the MOD70.

All food for thought next time I bump into a petrolhead or a boy racer at the bar; us boaters have more in common than divides the tribes.

Sam Fortescue, editor



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



[www.twitter.com/SailingTodayMag](http://www.twitter.com/SailingTodayMag)



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

## CONTRIBUTORS



**TONY SMITH** sails the late Charles Stock's boat *Shoal Waters* on the east coast and blogs about it



**GEORGIE CORLETT** is a keen sailor and coach, who has sailed for 20-plus years on boats of all types



**JAKE KAVANAGH** lives in Southampton and is restoring a Corribee 21 and a ferro-cement Hartley 39



# The new Dehler 38. Made for those who know.

Quality leaves a fingerprint.



2014



Visit the Dehler 38 and the Dehler 32  
at Southampton Boat Show

29 32 35SQ 38 41 <sup>new</sup> 46 / proceed with speed / smart perfection / german engineering



## Regulars

### 8 NEWS

Clipper court case, Southerly in trouble, NCI gets own channel, GP14 storms

### 12 NEW BOATS

### 14 READERS' LETTERS

### 16 WHAT'S ON

### 20 BROADSIDE

Tony Smith on cruising without power

### 80 BOOKS

### 88 RIDING LIGHT

### 102 DISPATCHES

## Cruising

### 22 JIMMY'S ODYSSEY

Jimmy Cornell's adventure continues from Orkney to Greenland

### 24 DESOLATION SOUND

Boats meet bears where the mountains meet the sea

### 32 GALLE HARBOUR

Rod Heikell's heads to Sri Lanka

### 34 GULL'S EYE

Swanwick Marina on the River Hamble

### 42 EAST COAST CRUISING

## Boats

### 52 GARCIA 45

Ocean conqueror with quirky charm

### 60 GEMINI 105MC

### 63 THREE OF THE BEST

### 86 NESTAWAY DINGHY

## Gear

### 41 FIRST RATE

### 64 WI-FI BOOSTERS

### 74 TEST TANK

Scrubbis cleaner, ODEO flare, NeverWet, Seaburg, Gill gloves

### 78 NEW GEAR

## Practical

### 48 MEDICINE ON BOARD

### 76 WWII NAV TECH

How did they cope in the 1940s

### 82 SAILING SOLO

More tips from singlehanders

### 90 BOSUNS BAG



ELLEN MASSEY-LEONARD

24

BOATS  
27 pages  
AND KIT



OUTS DE MAGES LTD / ALAMY

34



CHR SHATTON

52



# Flying a hull

Photo by Lloyd Images

The editor was lucky enough to spend a day racing the 70ft racing trimaran, *Musandam-Oman Sail* during Cowes Week. The boat can reach more than 36 knots downwind, and this shot captures her nearly flying as she powers down the Solent on the tail of Hurricane Bertha. There were 30-knot gusts at the start of the Sevenstar Round Britain and Ireland Race, and Sidney Gavignet's crew went on to set a new course record of three days, three hours, 32 mins and 36 secs.







ULTANATE OF  
man  
istry of Tourism

TE OF  
an



# Ebb and flow

EVENTS | GOSSIP | NEWS FROM THE SAILING COMMUNITY

## Courting controversy

**A COMPETITOR** IN the recently concluded Clipper Round the World Race is suing parent company, Clipper Ventures Ltd, which is chaired by Sir Robin Knox Johnston, for alleged victimisation and harassment.

The crewmember, one Ruth Harvey who is an employment lawyer by trade, claims she was ill treated while on board and wants a legal ruling that

will delineate between paid participants and employees – she will need to be seen as an employee to make the rest of the case stick.

Victimisation aside, the ruling as to whether she was an employee could have far-reaching consequences for the Clipper Race and the sailing community as a whole.

The race offers amateurs the chance to compete in the

circumnavigation for the fee of £40,000 for the entire race or less for those wishing to take part in only one or a few legs.

Harvey was signed up for the entire race on board the boat *Jamaica Get All Right* and has been quoted as saying that she had to scrimp and save to scrape together the money.

It is unclear whether Harvey was still on board when the race concluded earlier this month off Southend in the UK, or whether she had left the boat beforehand.

Following a preliminary hearing at Southampton Employment Tribunal last month, two days have been set aside in November to decide whether Harvey has a case to take forward.

Although Clipper Ventures will confirm they are currently in a tribunal process, they say their policy is not to comment on ongoing legal matters.



## AGROUND IN COWES

Only a few hours after shingle was placed for the new Cowes breakwater, a yacht ran aground on the man-made bank

## STORM REPORTS OVERBLOWN

There was widespread concern on Monday 11 August as reports of a major squall came through at the GP14 dinghy World Championships on Strangford Lough, County Down. Rescue services were quickly called to action as early reports indicated 100 people in the water.

In the event, most competitors were able to right their boats and make their own way back to shore, with only two people sustaining significant injuries. Of those two competitors, one was treated for a fractured wrist and for a badly sprained knee.

The boats had been sent out in windy conditions but shortly after arriving at the racecourse, the decision was made to cancel racing due to conditions deteriorating. Unfortunately, on their return the fleet were hit by two aggressive squalls, the second of which registered gusts of 37 knots.

Liam Colquhoun, watch manager at Belfast Coastguard, confirmed that the search and rescue operation had been a success and was called off within three hours.







## GOING UP



**MISS ISLE CLOSES** As we go to press MS teen, Natasha Lambert, has one leg to go on her sea and summit challenge.



**GREEK DUES** The Greek government has introduced two changes which cut harbour dues, the Cruising Association has advised. The changes introduced mean the entry fees are no longer payable. Also, berthing fees will now be collected by the municipal or local authority responsible for managing the quay. Advance payments for a month or more will earn discounts.



**NZ STORM** At least 30 boats have sunk, been driven ashore or damaged in a violent storm that lashed Northland, New Zealand over several days.



**US BOUND** A man has been rescued against his will after trying to sail to the US in a 14ft dinghy. The sailor had a passport with US visa, and a Southampton road map. "He would have died [if we had left him]," one of the RNLI crew said.

## GOING DOWN

# Southerly sinking again?

Rumours are circulating that Emsworth-based boatbuilder Southerly is about to go under again, barely 15 months after its previous owner went bust. The company called a creditors meeting for 22 August (just after *Sailing Today* went to press) in Gatwick, though those we spoke to would only confirm the receipt of these letters. The industry was badly burned last year when parent company, NYS (Southern) Ltd was liquidated with debts of £1,972,520.

## Call 65 for Coastwatch

**THE VOLUNTEER-RUN NATIONAL** Coastwatch Institution (NCI), which provides eyes and ears along the coast, has at last been given its own dedicated VHF channel.

The institution mans some 50 stations on the English and Welsh coasts and alerts the Coastguard to potential problems. Ofcom has awarded the licence in a move that was strongly supported

by the Maritime and Coastguard Agency (MCA).

Dedicated use of VHF channel 65 will facilitate communications between



NATIONAL COASTWATCH INSTITUTION

NCI lookouts and seafarers on a variety of routine matters.

Stations will be able to respond to requests for radio checks as well as providing actual weather and sea state conditions.

Lookouts will also be able to provide information on a range of local facilities including, local moorings, charted anchorages, water taxi details and hazards.



# Cowes record confusion

## OCEAN RACING TRIMARAN

*Musandan-Oman Sail* has broken the Sevenstar Round Britain and Ireland course and race record in a time of just over three days. However, there was some initial doubt as to whether the MOD70

skipped by Sidney Gavignet was eligible for the record.

A number of commentators called it into question after it was revealed that World Sailing Speed Record Council (WSSRC) rules stipulate a course that starts and finishes

off the Lizard, Ventnor or Ramsgate – but not Cowes, where the race started and finished this year.

ST approached the WSSRC which confirmed that record ratification was continuing as, elsewhere in its rules, exception is made for officially run races. Ergo the three accepted start points are only for those wishing to attempt a course record under their own steam.

Even without the race clause, however, it seems likely that the record could have been ratified as a precedent was set in 2010 when *Groupama* set a record from the same location.



MARK LLOYD

## Bart's Bash

The Andrew Simpson Sailing Foundation has announced the finalised Guinness World Record criteria for those looking to make Bart's Bash the world's biggest sailing race. Clubs joining the attempt will have to comply if they want to count towards the record, and for participants to be ratified as world record-holders.

A key update is that each qualifying race must have at least 25 boats taking part, rather than 25 sailors as previously communicated.



## BERTHA DEATH

A crewmember on board a yacht in the Solent was killed after being struck on the head by the boom in strong winds associated with Hurricane Bertha.

Solent Coastguard received a mayday call from the boat *Remi* off Gurnard Ledge on Monday 11 August. A paramedic was winched aboard from the Coastguard helicopter, but the man was declared dead at the scene.

Police later said the death was not being treated as suspicious and that the Marine Accident Investigation Branch had been informed.

An RNLI spokesman said the Southampton-based yacht had been on its way to Yarmouth but diverted to Cowes due to strong southwesterly winds. Weather data from the Bramble Bank shows gusts over 32 knots.

# Portland Coastguard closure

## PORTLAND COASTGUARD

**CONTROL** centre will close in September 2015, it has been announced.

In a statement, the Maritime and Coastguard Agency (MCA) said that the closure will coincide with the launch of the new National Maritime Operations Centre in Fareham.

Campaigners are concerned the latest move, which is part of the Government's plan to modernise the Coastguard, could put lives at risk. Roger Macpherson called the situation ludicrous, adding: "Staff have local knowledge... that is going to be lost."

The MCA said that the Fareham centre would open

before the closure of the Portland and Solent bases, and that staff and facilities would be rigorously tested before the centre is launched.

However, it was revealed last month that, following a similar process, MRCC Belfast was staffed at below risk-assessed levels on 40 out of 60 shifts in April 2014 (see News, ST209).

**ST-SPONSORED CRUISER RACING** was a sparkling success as teams competed in the cruising divisions during Aberdeen Asset Management Cowes Week.



**CONDITIONS WERE** mostly good for the week-long regatta, though some races were lost due to lack of wind



**PETER DIXON'S** Beneteau First 25.7 *Star Born 4* took the coveted Sailing Today trophy



**THE SPECIAL** cruiser race on the final Saturday of the regatta was a new initiative in 2013 and has proved popular

PHOTOS: RICK TOMLINSON





## *Hallberg-Rassy 310 - the dream yacht within reach*

*Southampton 12-21 September, berths 255-257*



*- since 1943 -*



HALLBERG-RASSY 310



HALLBERG-RASSY 342



HALLBERG-RASSY 372



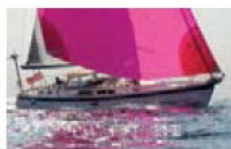
HALLBERG-RASSY 40



HALLBERG-RASSY 412,  
SINGLE OR TWIN AFT CABINS



**New 2014!** HALLBERG-RASSY 43 Mk III



**New 2014!** HALLBERG-RASSY 48 Mk II



**New 2013!** HALLBERG-RASSY 55



HALLBERG-RASSY 64



OPEN YARD WEEKEND IN ELLÖS  
21-23 AUGUST 2015

UK: TRANSWORLD YACHTS SAILING LTD, HAMBLE POINT MARINA, SCHOOL LANE, HAMBLE, SOUTHAMPTON SO31 4NB. TEL 023-80 45 40 00. [enq@transworld-yachts.co.uk](mailto:enq@transworld-yachts.co.uk)  
YARD, SWEDEN: HALLBERG-RASSY VARVS AB, HALLBERG-RASSYVÄGEN 1, SE-474 31 ELLÖS. TEL +46-304-54 800. [info@hallberg-rassy.se](mailto:info@hallberg-rassy.se) [www.hallberg-rassy.com](http://www.hallberg-rassy.com)

SEE A HALLBERG-RASSY 64 AND A HALLBERG-RASSY 310 AT SOUTHAMPTON BOAT SHOW 12-21 SEPTEMBER 2014. BERTHS 255-247  
[www.facebook.com/hallberg-rassy](http://www.facebook.com/hallberg-rassy) [www.instagram.com/hallberg-rassy](http://www.instagram.com/hallberg-rassy)

2014



# New boats



LAUNCHES | SOUTHAMPTON SPECIAL

All listed prices are on the water and inclusive of VAT

## SUPERYACHT LOOKS



### Oyster 545

from c£1m

Essentially an update of the successful Oyster 54, the new 545 features a sleeker line to the deck and all-new interior styling below.

She has the same clean hull lines and rig as before, along with a bulb keel. But her three foredeck hatches are now flush to the deck and she has a “superyacht style” rollover bulwark.

However, the real differences are in the lay-out below decks. Improvements include a new chart table and a better integrated nav station. She has been optimised for three cabins – a large owner’s cabin aft, a guest double in the fo’c’s’le and a pair of bunks to starboard. And the whole is based around a vast saloon with 270° views.

- **Builder:** [www.oystermarine.co.uk](http://www.oystermarine.co.uk)
- **Southampton berth no:** M254, M338



### Sirius 40DS

c£395,000

The German deck saloon specialist only makes 12 to 14 boats per year from the yard at Plön. Premiering at Southampton, the 40DS is the new flagship. She abounds with options, from lift keel to deep wing keel, drop-down bathing platform to transom and six internal lay-outs.

- **Builder:** [sirius-werft.de](http://sirius-werft.de)
- **Southampton berth no:** M282–M284



### Bavaria Easy 9.7

£69,933

Billed as a daysailer, weekender or cruiser, according to the owner’s wishes, the Easy 9.7 is a 32-footer designed by Farr. She has an open stern, large cockpit and a functional interior. Like the Oceanis 38, there is no for’ard bulkhead and Bavaria says the space is akin to that of a larger 37ft yacht. Wheel-steered, she also has swept back spreaders that eliminate the need for a backstay.

- **Builder:** Bavaria, [bavaria-yachtbau.com](http://bavaria-yachtbau.com)
- **UK agent:** Clipper Marine, [clippermarine.co.uk](http://clippermarine.co.uk)
- **Southampton berth no:** M360–M371

## OTHER NEW BOAT LAUNCHES AT THE SHOW

Allures 39.9	Berth M279
Beneteau Oceanis 55	Berth M252
Bestewind 50	Berth M334
Discovery 55 Mk II	Berth M162
Dufour 310 Grand Large	Berth M273, M274, M322
Gemini Legacy 35	Berth M140
Rustler 37	Berth M286, M287, M288



## Huzar 28

£68,130

Not new, as such, but new to the UK. Definitely more on the performance side (the basic boat comes in stripped down regatta mode, with very little interior), the Polish-built Huzar 28 nevertheless offers something for the cruiser. Her inclined keel-stepped mast means no backstay, and there is also a shoal draught version with a lifting keel. Below, there are four full-sized berths and a cunning retractable galley with a fridge, sink and spirit cooker.

- **Builder:** Huzar, [huzar-boats.com](http://huzar-boats.com)
- **Southampton berth no:** M278A



## X-Yachts Xc45

c£415,450

Hands-on experience and extensive feedback from owners underpins the redesign of the Xc45 and Xc42 yachts, which occupy the middle of Danish builder's cruising range. And it's not just cosmetic.

There's a new keel for better stability, a bigger bathing platform, extra cockpit locker storage space and larger portlights. For the interior, there's a modified nav station, bigger saloon tables and a more modern galley with automatic catches and space for a microwave and a coffee machine.

- **Builder:** [www.x-yachts.com](http://www.x-yachts.com)
- **UK agent:** [www.x-yachtsgb.com](http://www.x-yachtsgb.com)
- **Southampton berth no:** M355

## FLYBRIDGE CRUISING



## Lagoon 450

from £417,493

Multihull design experts, VPLP had their work cut out in replacing the Lagoon 45 – seen in many quarters as the benchmark cruising cat.

Significantly the new 450 boasts a steering station on the fly bridge with safe access from both sides for improved visibility, a feature previously found only on Lagoon's larger models.

Interior design is provided by Nauta and should continue the luxury living and entertaining for which the marque is renowned.

- **Builder:** [www.cata-lagoon.com](http://www.cata-lagoon.com)
- **UK agent:** [www.ancasta.com](http://www.ancasta.com)
- **Southampton berth no:** M156



# Word of mouth

LETTERS | TWITTER | FACEBOOK | EMAIL

## COMMENT OF THE MONTH

### Digital directions

I was really grateful to you for your article in the September issue about handheld compasses (ST209). Not that I was interested in the analogue offerings, as I have a 30-year-old one of those that I am perfectly happy with. The bit that grabbed me was the idea of using a smartphone app.

In your review you, somewhat predictably, used an iPhone and pointed out the problem with sighting the phone and object. Apple having far from a monopoly, I thought that I would look a little wider. As a result, I discovered a compass app (Compass4WP) for my Windows Phone that uses augmented reality. The phone combines the inbuilt compass with the camera. That means that the phone can be held comfortably in an upright position to see the screen, and therefore the compass reading, with the object being captured on the compass scale itself. No contortions sighting along the phone required.

John Tanzer, Burgess Hill



We then travelled straight from Rock to Lanvéoc on the south shores of the Rade de Brest, Brittany. On arrival we spoke to a local man giving windsurfing lessons who happily showed us the dinghy park. It was a grass area the size of a football pitch next to the beach with a car park adjacent to that, two other dinghies in the park and a maximum of five cars at any one time during the week! No charge for the boats or car.

The year before saw us on the River Odet, also in Brittany, in a town called Sainte Marine. This area reminded me of Salcombe – another favourite spot and one where I have also been charged large amounts of money. But Sainte Marine's assistant harbourmaster looked at me in bewilderment when I tried to pay for launching and storage: "Of course no charge, monsieur".

You may not be surprised to hear that we will be returning to the Rade de Brest in a couple of weeks' time – further east this year, but I expect a similar welcome. With the exception of the ferry crossing, the travelling time to Brittany is not much further for us than to Devon and Cornwall.

David Lavender, by email

### Killer cord

The letter from Alan Cooper in the September issue reminds me that I believe the advice to "always wear a kill cord" is flawed for cruising sailors. Let's take the typical scenario of the crew going ashore in the dinghy, powered by a small outboard. The helmsman, wearing a kill cord, is thrown overboard, the engine stops and the crew have no means of restarting it to retrieve him.

### Entente cordiale

I too have had a similar experience to Peter Poland (*Broadside*, ST209). Like Peter, Rock is one of many of my UK favourite sailing spots and I have also towed a Wanderer Dinghy to France. Last summer, my family combined the

two. One week was spent in Rock where we were charged large amounts of money to store and launch. Though the facilities are great, it can get very crowded – the nearest car park is quickly full and the next one is a long walk, where parking charges apply.

#### 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)

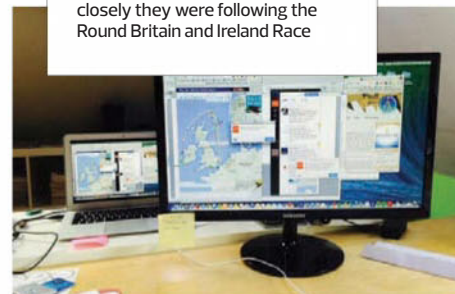
## YOUR PHOTOGRAPHS

**RÉMY LAGADEC** contacted us to show off his own little boat, following our Twitter coverage of a number of smaller designs at the Paris boat show



**MLADEN DELIC** sent us this pic from behind the wheel during a long delivery trip

**BELGIAN SAILING** magazine, *Varen*, sent this example of how closely they were following the Round Britain and Ireland Race





They could swiftly be blown downwind, and the MOB left in a sticky position. Without a kill cord, the remaining crew could easily retrieve the MOB.

Perhaps the counsel of perfection is to carry a spare kill cord. However, I think the mantra to always use a kill cord needs to be tempered by an assessment of the pros and cons.

**Peter Crouch, by email**

## Seeing red on diesel

I am concerned that the RYA continues to fight the European Commission in order to enable leisure boaters to buy red diesel. Sailors do not enjoy a good press in this country, and media coverage of the London Boat Show is usually restricted to expensive powerboats and the press usually only publish yachting stories when they relate to disasters or accidents. While many sail on a shoestring there are probably none who cannot afford to pay the extra duty on fuel. We look very silly being the only country in the EU claiming that sailors should not pay full fuel duty.

For many years I thought I was pariah holding this opinion but recent correspondence within the Cruising Association has shown that I'm not. Is it possible there is a vociferous minority demanding that we should not pay the full duty on diesel while a large number of sailors have kept quiet on the issue?

I have been sailing on and off for 60 years on island waterways and offshore and feel uncomfortable being associated with an organisation asking for preferential rates for fuel for leisure sailors. I am sure I am not alone.

**Julian Dussek, Sevenoaks**

## A punitive windfarm

Everyone who treasures our majestic Jurassic Coast must join residents in opposing the Navitus Bay wind farm, the size of Anglesey, which will industrialise and desecrate coastal views and destroy holiday trade. Even Stage one of the French/Dutch project will endanger ships and yachts especially in heavy weather with tides, fog and at night



It proposes to erect 194 turbines at heights of up to 200m, three island substations and lay nine 132kV cables 47km to the grid substation at Mannington – essential to enable all consumers to receive the required steady supply voltage at 50 cycles/sec, despite fluctuating or no winds.

With a maximum generation of only 970MW at a cost of £3.5bn to supply 7,000 homes – cost per home £50,000, plus expensive maintenance with profit of 8% for 25 years – consumers' bills will increase! Two closed 2,000MW stations in Didcot and Calshot had generating costs a third less. Germany has banned future wind farms and is building 12 coal-fired power stations!

Britain must build, own and control its own energy generation, including safer, cheaper thorium nuclear.

**John Riddington, Broadstone**



## Retweet

**We had a number of people following along with us as the Oman MOD70 closed in on the Round Britain and Ireland race record.**

So cool....

**Les Sharrat – Facebook**

What an amazing achievement – so many things have to fall into place for this to happen....

**Karl Thorne – Facebook**

What an amazing race! Incredible weather & furious pace....

**Carolyn Lashmar – Twitter**

**The Editor was rather taken with the boat pictured below, asking 'Is this the coolest way to get to a wedding (without sails, of course)?'**



Also good for a swift exit!...

**Topsail Yacht – Twitter**

What by Boston Whaler?!...

**East Coast Yachts – Twitter**

Pretty nice if you must go by mobo...

**Pete Simonds – Twitter**



**MAXIMILIAN HILL** was excited to spot himself in this Musto ad in ST (bottom right, he says)

**JEN MATTIA** offers this shot looking out over the English Channel from the Dorset coast



## GET IN TOUCH

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

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



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



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



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



# What's on

EVENTS | DIARY DATES | PLACES TO VISIT

## SCOTLAND'S BOAT SHOW | 10 – 12 OCT



**Taking place in** Kip Marina, Inverkip on the Firth of Clyde, this is Scotland's largest boat show and, best of all, entry is free.



**Cutty Sark Family Fun** 4–5 Oct. A day for the whole family at the *Cutty Sark* in London, looking at how the city changed during the course of the clipper ships' working life.



**RYA Talk** 28 Oct. Find out first-hand how the RYA is representing your interests at Stafford Boat Club, West Midlands.

## BARCOLANA CLASSIC | 11 OCT



**Taking place on** the second Sunday of October this annual event on the Gulf of Trieste sees 2,000 boats take part.

MICHAEL REUTER

## SPEED WEEK | 18 – 25 OCT



**This annual meeting** Present every year are a variety of experimental craft variously made by design groups and enthusiasts.



**Live aboard talk** 25 Oct. Seminar at the CA Suffolk about the practicalities of living aboard and long-distance cruising.

## DON'T MISS OUR SISTER TITLES THIS MONTH

### Classic Boat

- *Mariquita*: On board the mighty 19-M in Argentario
- Classics in Cowes
- Hoek's 51-footer
- The new Monaco YC



### Yachts & Yachting

- Round the Island Race: Stories from the winners
- Winning communication
- Local heroes: Brits bring the Figaro home



## NEXT MONTH IN SAILING TODAY

**JURASSIC COAST** Exploring Dorset's spectacular dinosaur coast

**SARDINIA** Around the island

**ARCONA 380** We take the nippy new Swedish cruiser out for a blast off Portland

**SELL YOUR BOAT** Tips on how to make your boat look better for a quicker sale

ON SALE 26 SEPTEMBER





# INDIVIDUALITY MEETS CHARACTER

NEW  
HANSE  
455

## CRUISING COCKPIT

Most spacious and safe cockpit in its class featuring cockpit grill and sink

## RIG & SAILS

The tall rig and large sail area makes it one of the best performers in its class

## TACKING WITHOUT TOUCHING THE SHEET

Integrated self-tacking jib

## RELAXING AREA

XXL sunbed of 1,90 x 1,55 m on coachroof for enjoyable moments

## LIGHT & DESIGN

Elegant coach roof with light stripes, opening windows, flush hatches and large saloon portlights for lots of light and ventilation

## STEERING PEDESTAL

Multifunctional – ergonomic operation of navigation and entertainment system

## INDIVIDUAL CUSTOMIZATION

325 345 385 415 new 455 505 575 630e new 675

COME AND SEE THE FULL HANSE RANGE  
ON THE MARINA AT SOUTHAMPTON BOAT SHOW  
INCLUDING THE BRAND NEW 455

Inspiration Marine Group Ltd. | [contact.us@inspirationmarine.co.uk](mailto:contact.us@inspirationmarine.co.uk)  
Southampton | P 02380 457008 || Windermere | P 01539 447700  
Scotland & Ireland | P 01475 522515

**Hanse**  
BREAKING RULES . SETTING TRENDS

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



**SOUTHAMPTON BOAT SHOW | 12 – 21 SEPT**



ONEDITION

# All the fun of the fair

September means only one thing for the UK sailing community: it's time for the PSP Southamptton Boat Show. Once more the show will be held in the city's Mayflower Park from 12 to 21 September. The UK's biggest on-water boat show will cram more than 2km of pontoons with new and used boats and activities will abound.

**THIS YEAR THE** team at National Boat Shows are going all-out to create a festival atmosphere for a family-friendly boat show.

## Concerts

New this year and fitting firmly into the festival spirit category will be two different live music concerts from a number of the UK's most popular tribute acts. These concerts will take place daily from 16:30 to 17:30 and 17:30 to 18:30.

## Ferris wheel

In addition to these concerts there will be another new feature in the form of the Boat Show Eye, a large ferris wheel which will provide a fantastic aerial view of the show from 100ft in the air, for just £3 per head.

## Get afloat

On The Water invites 8- to 16-year olds to discover the excitement of dinghy sailing and stand-up paddleboarding with Get Afloat, a tailor made free attraction for younger visitors. Supported by the team at Rockley Watersports, this activity is first come, first served with each session lasting roughly an hour and a half. It is supervised by qualified instructors aboard sailing dinghies. Lifejackets, suitable clothing and a short safety demonstration are all supplied.

## RYA Active Marina

Building on last year's successful Active Marina Experience, the RYA will once again be offering the opportunity to refresh boating skills

**WATERSIDE**  
Europe's largest purpose-built marina hosts the show, with over 2km of pontoons, so wear comfy shoes!

## Free things

Try a Boat – Stand A140

RYA Active Marina – book online

Get Afloat – Stand A140

Concerts – Main stage

Climbing – Stand A132

**SAVE up to £8!**  
**Reader's ticket offer**

**£12 PER TICKET\***

Quote EX12

[southamptonboatshow.com](http://southamptonboatshow.com)

**+44 (0)844 776 7766**

\*plus £1.75 booking charge per transaction

## ROUND THE WORLD EXPERIENCE





and gain top tips from expert instructors through their on-water and shorebased workshops.

## Try a boat

Whether you're a beginner or a veteran, choose from a more varied selection of the latest RIBs, powerboats and yachts to enjoy getting out on the water free. New this year is *Wet Wheels* the Cheetah Catamaran that has been specially adapted to allow disabled access.

## Climbing

Active Nation will be running the all new climbing centre based at stand

### BOAT SHOW EYE



### CHALLENGE 72 EXPERIENCE

A132 in the arena. All the necessary equipment will be provided, so all you need to do is turn up. A bouldering wall, assault course and the freefall are all free.

### Sailing Today recommends

- Say hello to us at the Chelsea Marine Magazines stand (E010A)
- Barts's Bash record attempt for the 'Largest Sailing Race' ever
- Live wooden boatbuilding (A100)
- Explore the Tall Ship *Phoenix* (Marina)
- Royal Navy parachute display team (2pm 12,13 and 20 September)
- New boats including Oyster 545, Huzar 28, X-Yachts Xc42, and Bavaria Easy 9.7

### ROUND THE WORLD

Get out and involved for an hour and a half on the Global Challenge Sailing yacht. From £54

### Bart's Bash

As boats across the globe compete in the world record attempt (see news p10) there will be live commentary and updates over the course of the day (Sunday 21 Sept).

## World Premiere at Southampton Boat Show

### Sirius 40 DS



Sirius Deck Saloon Yachts since 1971

Need a 48 foot interior on a 40 footer?

**Welcome on board!**

14 different interior layouts  
360° real deck saloon view with interior helm  
120 m<sup>2</sup> (1290 sf) sail area on the wind

5 different rigs, 6 different keel versions  
including swing and modern twin keels

also at Southampton:

Sirius 35 DS



"highest score we've ever awarded, by some distance: 93/100"

Sirius 310 DS



"an amazingly big little yacht"  
..."between tacks of less than 80°"  
..."the Sirius 310 DS sets the standard"



Genuine deck saloon yachts built individually to your specific requirements.

Visit us at the Southampton Boat Show 12.-21. Sept. berth M282 & M284 - at the „boot“ in Düsseldorf (Germany) 17.-25. Jan. 2015

- and you are very welcome to visit our boat yard in Plön, 55 miles north of Hamburg. Test sail in England, the Netherlands or the Baltic possible

Contact: Torsten Schmidt phone +49(0) 173 653 87 21

Contact UK: Andy Torrance phone +44(0) 770 331 44 65

[www.sirius-werft.de](http://www.sirius-werft.de)



# Broadside

FOLLOWING IN THE WAKE OF CHARLES STOCK, EAST COAST MUD FANATIC  
**TONY SMITH** RECKONS IT'S WORTH DITCHING THE DIESEL IN A SMALL BOAT

**A** look on the Ordnance Survey map shows that there are, on the east coast, a dozen or so tidal rivers that indent the coast from North

Foreland in the south up to Orfordness in the north, where inside can be found hundreds of smaller creeks just waiting to be explored. I have slowly been making headway in my 16ft cruiser *Shoal Waters* during the last two and a half years since I chose to cruise engineless.

The associated niggles of running an engine such as servicing, obtaining petrol, storing the stuff on board, reliability problems; they all disappeared in a flash the moment I decided to cruise engineless. This is a whole new concept for the majority of cruising sailors, but our ancestors got around quite admirably for centuries using wind and tide alone to transport commercial cargo, and in the Thames Estuary the practice was carried on right up until 1970 by Bob Roberts, who skippered *Cambria*, the last sailing barge in trade.

And, although I felt quite naked initially, I quickly adjusted to a slightly different mind-set, where instead of being one step ahead I was now thinking two or three. Charles Stock liked to use the phrase “low animal cunning” to describe what is needed to cruise successfully in an engineless yacht and I was amazed at how quickly I had adopted some of these attributes.

I have learnt that sailing singlehanded and pure has to be one of the best feelings in the world. Just as a boxer in a ring would do as blows came his way, I bobbed and weaved as weather conditions were dealt to me. That stiff nor'easter was like an overhand right that I ducked and yielded to, and went with its flow.

On one particular occasion, a break in the weather allowed the 33nm inshore passage to explore the forgotten wharf in Johnny All Alone Creek off the River Stour (ST202). And on leaving a day later I dodged ships in the river and Harwich Harbour, then scraped over the Deben Bar to get up to Woodbridge. I left on the same tide and went boldly offshore to skirt the Cork Sand and then scarpered back down the coast on a glorious run past Walton and Clacton. I was feeling on top of the world and began thinking how wide *Shoal Waters's* wings had again spread.



TONY SMITH

*‘This is a whole new concept for the majority of cruising sailors, who use engines as a matter of course’*

However, I would also learn that, depending on your expectations, engineless cruising has as many down sides as up. I crossed the Colne Bar and could just see the mouth of the Blackwater opening up ahead, when, with half hour to go before high water, Mother Nature swung a below-the-belt blow – the northwesterly was cancelled out by the sea-breeze. Maybe if I hadn't gone out to the Cork I would have been safely inside the mouth of the Blackwater by now and would have anchored by the Mersea shore as planned to await the tide upriver.

The next hour in the doldrums would feel as desperate as a set of fingernails scraping on a chalkboard. High water came and went. I had begun a hopeless drift further out to sea. I passed the Northwest Knoll going the wrong way. I was in deep water in more ways than one. Then the flashbacks began of sweetly popping two-strokes coming to the rescue... In all truth this was the type

of situation I wanted to face alone. This was my train of thought at the time, anyhow, as perhaps only then would I emerge from the sea-forge a diversified sailor.

I remained calm and was about to sling the hook over when the northwesterly came back in with vengeance. All hell broke loose as sails flogged wildly until I gripped the sheets, reining them in until taught-rigid and *Shoal Waters* shot off like a cruise missile. My heart raced as I blazed over the ebb into the Blackwater in a 10nm mile trail along the slack margins, and into the shallower northern route of Thirslet Creek, in a record time of three and a half hours. I became stuck-fast in mud teasingly in the lower end of my home creek. Alas, I completed the trip by coming in on the evening's tide around midnight. Not every trip ends with a white knuckle ride, of course, but to practice the art of sailing a small boat around the Thames Estuary under the whims of the tide and fickleness of the four winds does require certain strength of character and resolve.

## YOUR VIEW

**Do you cruise the coast without an engine?**



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



[www.twitter.com/SailingTodayMag](http://www.twitter.com/SailingTodayMag)



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

**TONY SMITH** sails the late Charles Stock's boat *Shoal Waters*. He wrote *Ready About on the River Blackwater* and keeps a popular blog: [creeksailor.blogspot.co.uk](http://creeksailor.blogspot.co.uk)





ANNUAL OR  
MONTHLY BERTHING

FIRST-CLASS  
SECURITY

42 FREE VISITOR  
NIGHTS

FUEL  
AT COST

8 WEEKS STORAGE  
ASHORE

BOATYARD  
DISCOUNTS

NEW  
FREE WIFI\*

# YOUR TIME WITH US IS PRECIOUS SO WE'RE CONTINUING TO INVEST - TO MAKE IT PERFECT.

**STAND E040!**  
PREMIER MARINAS.COM  
NOW WITH VIDEO TOURS

*The best thing about Premier is its customer service. But we know you want it all. So in just this year we've invested over £14M in what you said would make our marinas perfect - from new pontoons to luxury facilities, cutting-edge free WiFi\*, to purpose-built boatyards, security and restaurants - we're working to make your make your hard-won time special. And the cost? Ask for a quote and a free trial night today, we guarantee you'll be pleasantly surprised.*



**PREMIER**  
MARINAS

EASTBOURNE 01323 470099 BRIGHTON 01273 819919 CHICHESTER 01243 512731 SOUTHSEA 023 9282 2719 PORT SOLENT 023 9221 0765 GOSPORT 023 9252 4811 SWANWICK 01489 884081 FALMOUTH 01326 316620

\*2014/15





# JIMMY'S ODYSSEY



## Part II: Orkney to Greenland on a gentle southerly

**T**hroughout my eventful life I have been convinced that Fortuna, the goddess of luck, has been by my side. *Aventura's* recent 1,700-mile passage from Scotland to Greenland is the latest example, as for 12 days we enjoyed most favourable sailing conditions gifted by a prolonged spell of SE winds across an area of the North Atlantic where westerlies are the rule. Between our Code Zero when reaching and the Parasailor spinnaker when the wind was abaft the beam, we romped along in what I can only describe as Arctic trade wind conditions.

As we approached Cape Farwell, at the southern extremity of Greenland, the ice charts issued showed a heavy concentration of ice all along the coast, blown there by those same winds. We altered course to pass at a safe distance

and, when the sea temperature dropped significantly, we guessed that we had reached the East Greenland Current – the cue to launch the first oceanographic buoy on behalf of the World Meteorological Organisation. The south-setting current is estimated to carry 90 per cent of all ice that is disgorged into the North Atlantic. Most of it is generated by Greenland glaciers, such as the one that is believed to have sunk *Titanic*.

Three days later we deployed the second buoy along the axis of the West Greenland Current that sweeps northwards along the coast of this, the largest island in the world. Shortly after we lost sight of the buoy, a large bank of fog enveloped us in its moist embrace, the visibility dropped to a boat-length, and the radar picked up a dense constellation of targets spread out in an wide arc ahead of us. As the

first bergy bits popped out of the murk, we slowed down, and keeping a careful lookout, we slowly slalomed among growlers of all shapes and sizes. As we occasionally bumped into one that could not be avoided, we blessed our aluminium hull, and regarded this first encounter as good preparation for the Northwest Passage.

As all harbours and bays along the coast were still blocked by ice, we continued to the capital Nuuk. Our timing on the eve of Midsummer Day could not have been better. In the morning we walked into the town, which is home to one quarter of Greenland's 57,000 population. All of them seemed to be out on this brilliant sunny and warm day to celebrate. The great majority were Kalaallit (related to the Inuit), and some women were wearing the national dress of short deerskin trousers and moccasins, and a wide colourful cape made of beads, while the men wore plain white. 🌟

**Clockwise from top left:** Nuuk houses; encountering bergy bits on the run up Kangalua Fjord; sign at Kangalussuaq airport; at anchor in Kanglussaq Bay

**READ MORE:** Jimmy Cornell reports for ST from his Blue Planet Odyssey at [www.sailingtoday.co.uk](http://www.sailingtoday.co.uk)





ALLABROAD  
SAILING ACADEMY

# GIBRALTAR'S LARGEST RYA & MCA TRAINING CENTRE

WARM & TIDAL

MOTOR | SAIL | POWERBOAT  
Established since 1999



Come and  
visit us on  
**STAND  
J059**



Direct flights to warm and tidal Gibraltar  
from: Heathrow, Gatwick, Luton, Manchester  
and Birmingham.

Fleet of larger yachts over 40 foot  
Masterclass 3:1 ratio with private double cabin  
Marina classrooms & Internet lounge

**Allabroad Sailing Academy**  
7 The Square, Marina Bay,  
Ocean Village, Gibraltar

Gibraltar: 00350 200 50202  
UK: 0044 7872223325  
info@sailing.gi



[www.allabroad-sailing-academy.co.uk](http://www.allabroad-sailing-academy.co.uk)



# Cruising







# DESOLATION SOUND

Boats meet bears where the mountains  
meet the sea. By *Ellen Massey-Leonard*



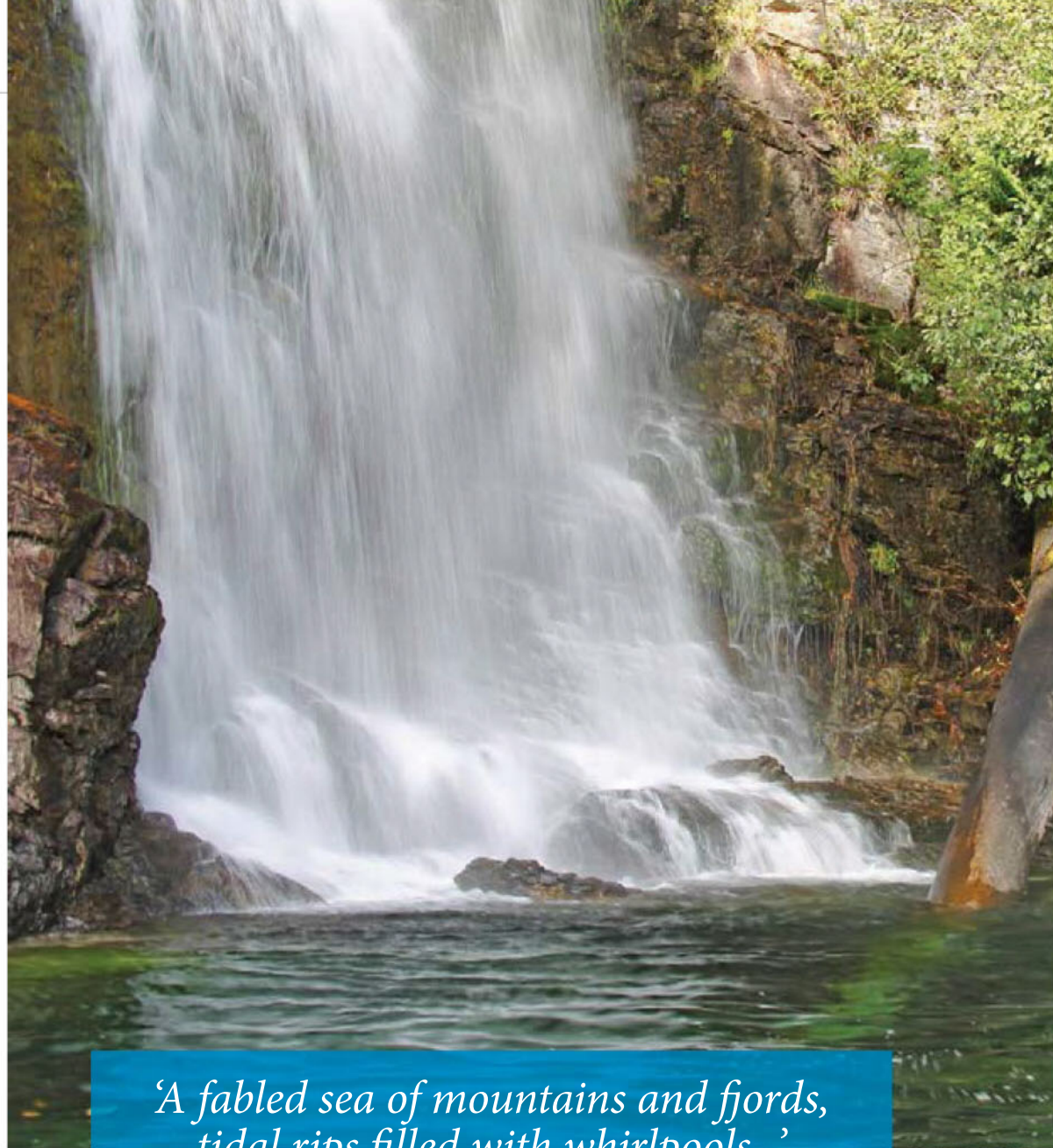
Growing up on the west coast of America, I was infatuated with a fabled sea of mountains and fjords, tidal rips filled with whirlpools, and killer whales chasing salmon. I learned to sail very young, and once I learned to read, I devoured charts and sailing directions, and that was how I found my fabled sea.

To my young imagination it seemed a mythical place, yet it was real, and it wasn't all that far away, either: only about 70nm north of my family's home. But my family were all dinghy sailors, so not until last August did I finally visit the waters that had so long captivated me. At age 20 I had met a cruising sailor named Seton and we had sailed around the world together, got married, and regrettably sold our yacht upon completion of the voyage. To rectify our mistake we went last summer to British Columbia to purchase *Celeste*, a cold-moulded cutter. This was my chance: our first cruise aboard her would be north to the wilds of Desolation Sound.

Situated around 50°N and 125°W, the Sound was named by Captain George Vancouver in 1792. His ships entered it at night and were unable to get soundings. When a clammy, overcast morning dawned and he could see the perpendicular peaks, he pronounced the region 'very inhospitable.' It still is, although that is much of the attraction for a modern sailor. Certainly it was for my childhood daydreams.

Desolation Sound lies about 150nm north of Victoria, the provincial capital on Vancouver Island, where Seton and I had bought *Celeste*. To maximise our time in the more isolated northern waters, we made an overnight passage from Victoria to Hornby Island and thence north to Savary Island. Savary lacks an all-weather anchorage, but the wind stayed consistently northwest and we spent a quiet night anchored in its lee alongside a typical salmon troller.

The next morning we set sail into the stiff northwesterly, headed for



*'A fabled sea of mountains and fjords, tidal rips filled with whirlpools...'*

Cortes Island. En route we passed a tug and giant log-boom headed south. Logging is one of BC's main industries, and the immense driftwood that sometimes washes off the booms poses a serious navigational hazard. From Savary we made good time beating northward until the wind died around noon; we attributed the fair weather pattern – a northwest breeze from midnight to noon and calms from noon to midnight – to Vancouver Island heating up during the day and blocking the prevailing westerlies.

Gorge Harbour, where we were bound, is a nearly-landlocked bay on the southwest side of Cortes. The entrance is, as the name implies, a sheer cliff – dropping 200ft into the sea on our port side while a fir-covered headland almost grazed our starboard side as we motored in. We anchored in



Right: Giant purple starfish



Below right: Black bear prowling



### Top five pieces of kit

1. Auxiliary engine. Due to regular calms and tight channels, it would be hard to get far without one
2. At least 150ft of polypropylene line on a spool mounted to the pushpit
3. Electric anchor windlass. Difficult, if not impossible, to find places to anchor in less than 50ft
4. Tide and current tables, available from chandleries and marinas throughout BC
5. Good foul weather gear. Rain is common, even in summer, and temperatures are cool so be prepared



**Main:** Ellen admires the Cassel Falls at Teakerne Arm

**Above:** Seton uses the stern line as a zip wire

a cove close to the marina-store-laundromat complex and rowed ashore to try and find wildlife.

I only spied a deer on that hike, a disappointment after seeing a black bear on Vancouver Island before we began our cruise. We had watched him for an hour as he prowled the beach, flashing his paw into the surf and clawing oysters off the rocks. Cortes was too small to support many bears, so instead I enjoyed the view from atop Green Mountain. Framed by arbutus trees with their red curling bark was the inland sea bordered by the mountains of Vancouver Island and the mainland.

### Stormbound

A 'wet sou'easter,' bringing rain and Force 7-8 winds, blew up while we were in Gorge Harbour. We stayed put until it moderated to Force 3, the

indication that it would soon die altogether, shift into the north, and bring back the sun. Then we motored out to the tricky pass between Cortes and Marina Islands. Once through, we unrolled the genoa to coast downwind to Carrington Bay. We found ourselves alone there save for guillemots paddling their red feet in the shallows and Great Northern Divers calling mournfully overhead. An old-growth forest lined the green lagoon at the head of the bay.

Seton and I were happy to be alone for our first attempt at anchoring with a long stern line ashore. Since neither of us had cruised in the Pacific Northwest before, this was new to us and took some learning. Shore lines are often necessary here because the only water shallow enough for anchoring is too close to shore for comfort. It

prevents the yacht from swinging into surrounding obstacles.

Seton dropped anchor while I rowed ashore in the dinghy with the stern line. *Celeste's* previous owner had equipped her with a 150ft (45m) polypropylene line (which floats) on a spool mounted to her pushpit. This paid out smoothly as I rowed. I tied a double-braided line to its end and made that fast around a big fir after several slips on the seaweed-covered rocks. Seton hauled in the slack and took up on the anchor until we were snugly moored.

Low clouds lent a mysterious – Vancouver would have said desolate – air to our run downwind the next day. Fir-clad mountains dwarfed the few other boats we encountered. This was the grand landscape I'd imagined when I was little. As we rounded the northern tip of Cortes, the islands even further north beckoned to us. But the tides weren't right for shooting the rapids (which run up to 14 knots) that lay between us and the rest of the Inside Passage to Alaska and besides, we didn't have time to stray from our plan.

So we turned the corner into Lewis Channel and brought the southeast breeze on the nose. We relished the beat up the deep and narrow passage, coming so close to shore that we could see giant purple starfish clinging to the cliffs. Fighting a slight helm, we watched three motoring yachts astern slip further behind. By the time we reached the entrance to Teakerne Arm, the fjord where we wanted to anchor, they had raised sail too. We weren't sure if we'd started a trend or shamed them into it.

### GOOD READS

M. Wylie Blanchet's *The Curve of Time* is a Canadian classic about cruising the area in the 1920s when First Nations tribes still retained their old way of life



# Xcruising

## Cruising in ultimate comfort

X-Yachts' world renowned Xcruising range was launched in 2008 with the Xc 45. Since then, the range has been established with the Xc 42, Xc 50, Xc 38 and finally the Xc 35, with multiple wins in the European luxury cruising Yacht of the Year awards.

The new Xc 35 offers true X-Yachts sailing qualities; a perfect compromise between cruising and performance.



On Display at Southampton Boat Show  
12-21 September 2014

X-Yachts (GB) Ltd. +44 (0) 2380 45 33 77 · [x-yachtsgb.com](http://x-yachtsgb.com)  
X-Yachts (IRL) Ltd. +353 (0) 1 855 8077 · [x-yachtsireland.com](http://x-yachtsireland.com)

**X-Yachts**  
WORLD CLASS SINCE 1979



## Navigational Hazards

### Currents, 'dead heads', and timber rafts

- ▶ Tidal ranges of up to 12ft cause strong tides. Some of the tight channels between islands develop into dangerous rapids that run at 10 to 14 knots and contain whirlpools. Elsewhere currents of 5–7 knots are common.
- ▶ Huge floating logs are a common hazard, particularly 'dead heads' that float vertically in the water just below the surface and are almost impossible to see.
- ▶ The Strait of Georgia is a busy shipping lane, especially for the logging industry. Keep a sharp eye out for tugs and log booms, particularly at night!

## Return of the inner child

Teakerne Arm cuts West Redonda Island almost in half, a watery valley between 3,000ft mountains. My childhood imaginings had included proud waterfalls cascading into deep fjords, and Teakerne Arm was just such a spot. Anchoring was again impossible anywhere but very near to shore, so we moored stern-to a fir growing out of a small cliff.

With the sky clearing and the wind dying in the typical fair weather pattern, we rowed to the head of the fjord. There, the majestic Cassel Falls tumbled 100ft into the sea. I scrambled ashore and stood as close as I could to its roaring white water and cold spray. Its force was too much to stand directly under, but Seton and I climbed up a nearby trail to the lake above for a late-afternoon swim.

At low water on the morrow we snorkeled along the cliff under our stern-line. Red leather stars competed for space with anemones and sea cucumbers covered in strange spikes. Seton, who had been raised on the east coast, remarked that everything seemed bigger here – from the minnows to the

### CELESTE

Francis Kinney designed cold-moulded cutter, built by Bent Jespersen of Sidney, BC

LOA: 40ft 8in (12.4 m)

LWL: 28ft 6in (8.7m)

Beam: 11ft 9in (3.6m)

Draught: 6ft 3in (1.9m)

Displacement: 17,500lbs (7,938kg)

Year: 1986

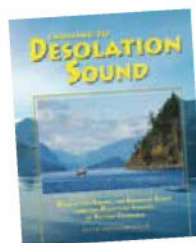


mountains. I was enjoying all the pursuits I had loved growing up and in an exuberant expression of the inner child, Seton turned our stern-line into a zipline, flying over the 25ft cliff to hit the water a few yards astern of *Celeste*.

With the return of the northwest breeze, we flew out of Teakerne Arm on a beam reach and then set our asymmetric. On our previous cutter we'd had a symmetrical spinnaker, so it was a new luxury not to have a heavy pole. Under the blue and gold sail we ran south towards the strait that gives Desolation Sound its name. Vancouver bestowed the moniker on the body of water bordered by the peaks of the mainland and the almost equally vertiginous Redonda Islands. To him it was the least inviting area of the coast; to me it was the promised land of sailing, trekking, and wildlife.

## Desolate beauty

To prepare for our time there, Seton and I stopped in Refuge Cove about 5nM south of Teakerne. The village



### CHARTS & GUIDES

The Canadian Hydrographic Service prints excellent general and detailed charts to the whole region. Peter Vassilopoulos's *Cruising to Desolation Sound* covers not only Desolation Sound and the Discovery Islands, but the mainland coast from Vancouver north





Celeste beats up the narrow passage to Teakerne Arm

has 12 year-round residents and is accessible only by boat or seaplane. We doused the 'chute at the entrance and motored up to the creosoted pilings of the dock. The store, built over the water, is only open in summer but is well supplied for cruisers' needs: fresh food, charts, beer, and ice cream.

Leaving Refuge with ice cream in hand, we ghosted around the southern point of West Redonda in the dying evening breeze. Then we were in Desolation Sound, where 5,000ft peaks climbed on every side. The spire of Mt Denman crowned the whole, a patch of snow visible on its northern flank. I trimmed the spinnaker, urging it not

## *'it was the promised land of sailing, trekking and wildlife'*

to collapse, and gazed at the alpenglow just tinting the mountains pink.

Prideaux Haven, a corner protected by about 10 islets, forms the best anchorage. In Vancouver's time it was an Indian winter village, abandoned when the tribe took to their canoes for a summer's fishing. A century later it became the province of homesteaders, and today all signs of both have been reclaimed by the rainforest. The bay itself, however, is popular with sailors.

It wasn't so crowded that Seton and I couldn't anchor easily, nor that we couldn't enjoy the natural splendour of the place. The next morning we rowed all around it, poking into tidal coves, spotting a raccoon family on the bank, snorkeling, and marveling at the

shellfish everywhere. Mussels even clung to low-hanging tree branches.

Then we found a trail leading from a muddy beach into the forest. It wound past ferns and salal bushes, towering cedars and mossy glens. We came to a bog where we crossed a slippery log. At length, we reached a mountain lake, clear and cold and quiet. It seemed continents away from our run under spinnaker, and yet that was only a few miles distant. We laid out our picnic and slipped out of our sweaty clothes and into the lake, savouring the fact that we had sailed right up to this alpine solitude. My childhood self would have been pleased to know that I would finally make it here, to this wilderness between the green mountains and the black sea.



### DO IT YOURSELF

- ▶ Summer is best for cruising, with a risk of calms from mid-June to the end of August
- ▶ Prevailing winds are from the northwest, foul weather is from the southeast
- ▶ Fly to Vancouver with BA from £809 in September

#### Charter with:

Desolation Sound Yacht Charters, Comox, Vancouver Island.  
[www.desolation soundyachtcharters.com](http://www.desolation soundyachtcharters.com)

**Boat:** Catalina 320 from c£1,250/wk

Nanaimo Yacht Charters, Nanaimo.  
[www.nanaimoyachtcharters.com](http://www.nanaimoyachtcharters.com)

**Boat:** Beneteau 321 from c£1,225/wk

**Below left:** Entrance to Prideaux Haven, Desolation Sound Marine Park

**Below Right:** Author Ellen Massey-Leonard



**ABOUT THE AUTHOR** Ellen Massey-Leonard is a 28-year-old sailor, writer, and photographer who contributes regularly to US sailing magazines



## DESOLATION SOUND YACHT CHARTERS

Comox , British Columbia, Canada

YACHT CHARTERS,  
MANAGEMENT & TRAINING



Tel: 250-339-4914 | Toll Free: 1-877-647-3815  
charter@desolationsoundyachtcharters.com  
www.desolationsoundyachtcharters.com



## ROLLY TASKER SAILS

INTERNATIONAL SAILMAKERS

***Your Sailmaker since 1949***

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

***Contact us now for a quote***

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

**T** +44 2380 381 985





If you are prone to cruiser rumour then Sri Lanka probably doesn't figure on your list of destinations to visit in this part of the world. It gets a lot of bad press and that's a shame because this is a wonderful island.

True, there is minor corruption, so clearing in and out carries minor penalties in the way of 'gifts' if you are a soft touch like me. Still, Sri Lanka remains one of the most spectacular tropical islands in the world and the people themselves, some of the nicest on the planet. All this despite a devastating civil war, the 2004 tsunami and internecine political rivalry that often spills over into violence.

### Stay high

Leaving Malaysia and Thailand, the winds will usually be fresh NE-E for a bit before dying off in the wind shadow of the Asian peninsula. Yachts leaving from Langkawi will usually head for the Great Channel between



**SRI LANKA**

## Galle harbour

*Rod Heikell* savours a moment of calm in the region's busiest harbour

Great Nicobar Island and the northern end of Sumatra as it is closer to the rhumb line than more northerly channels. Yachts leaving from Phuket tend to use the Sombbrero Channel.

The best policy is to stay high, around 7° N, which usually pays dividends wind-wise. Once clear of the Nicobars the NE monsoon blows at 10 to 20 knots, although there are days when it drops off. Another advantage of staying around 7° is that you are clear of the rhumb line course for shipping coming up the Malacca Strait and heading west to Sri Lanka before crossing to the Red Sea and Suez.

The wind is channelled down the west coast of Sri Lanka and around the bottom, often getting up to 30 knots or so. The current here is SW-going and often runs at 2 knots or more. As you approach the southernmost point of Dondra Head the wind will often die to nothing. There are few who do not find this





Galle's 130-acre fort is a World Heritage site including the church-turned-mosque and a lighthouse

PAUL STREET / ALAMY

passage a pleasant and easy one with comparatively benign seas and good winds. Squalls do occur and can blow at 35 knots for an hour or two, but compared to the Atlantic and Pacific they are less frequent and violent.

## Simple entry

Night entry is prohibited, so wait a few miles off for daybreak. There will be lots of fishing boats off the coast, so care and attention is needed at night. The final approach through the buoyed channel is on 003° T. Once inside and cleared, go to one of the pontoons near the entrance or anchor and take a line ashore at the head of the harbour. Shelter is good, although there can be a bit of a surge at times.

## Bring 'gifts'

Yachts arriving should call Galle Port Control on VHF Ch.16. You will be requested to anchor off the harbour while the navy comes and checks you

out. You are then allowed to enter the harbour, which has a boom across the entrance with a narrow channel around the southern end.

All yachts must have an agent, which will be either GAC Shipping or Windsor Reef. Email details of your boat and crew ahead so they can do the relevant paperwork and have it all ready on your arrival.

Once berthed in the harbour the agent will come out with customs

## GALLE HARBOUR, SRI LANKA 06° 01' -59N, 080° 13' -44E



## Bustle and calm

In the harbour itself, water and diesel must still be arranged by jerry cans. The agent can get diesel and there are water taps in the harbour. Water seems to be good, although you should still treat it.

Various 'agents' who wait outside the gates for yachties can do laundry, arrange trips, and take you into Galle in an auto-rickshaw. They are all generally helpful and prices are around the same for most of them. Mike runs a provisions shop and can fill gas bottles and bring groceries and anything else into the port area.

Around Galle you should take time to wander around Fort Galle, which is now being slowly renovated. It is a wonderful mix of old Portuguese, Dutch and English colonial architecture with little gem shops, a museum which also has gem and jewellery shops, art galleries and everyday shops in the old buildings. And if you tire of the touts you can always pop into the restored elegance of the Fort Galle Hotel for a cold drink or a cappuccino on the veranda and spoil yourself with a little old world charm.

From the coastal flats, head up into the old colonial retreats of the highlands in the cool of the mountains like Nuralia at some 6,500ft (take some warm clothes), past Buddhist temples, through tropical rainforest and waterfalls dropping hundreds of feet, and of course through vast tea plantations. This is another Sri Lanka away from the booming surf on golden beaches and proas setting out through the surf to set nets in the inshore waters.

**Tell us about your own favourite port or anchorage**



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



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



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



### READER OFFER

Save 10% on the Indian Ocean Cruising Guide by quoting ST10 [www.imray.com](http://www.imray.com)

(who will angle for a bribe, usually alcohol or cigarettes) and quarantine who may also want a little 'gift'. Your agent will then take you ashore to get a shore pass from security and to immigration.

**NEXT MONTH** Rod relaxes in Bozcaada, Turkey, before tackling the Dardanelles. See more photos of his top stops at [www.sailingtoday.co.uk](http://www.sailingtoday.co.uk)



IN ASSOCIATION WITH



WWW.SEVENSTAR-YACHT-TRANSPORT.COM | A SEA OF CHOICE... OCEANS OF EXPERIENCE

### Sailing limit

Three separate bridges located upriver of Swanwick Marina act as a barrier to sailing craft

### Not by night

The sheer number of moorings and pontoon berths make navigation at night challenging for the unfamiliar

**GULL'S EYE**

# SWANWICK MARINA

50° 52' -58N, 001° 18' -10W





### Universal

Also on the river's east bank, but a little harder to access, Universal is family-owned and charges visitors £3.20/m

### Getting to Hamble

For those exploring further down the river there is a very handy water taxi service that operates between Hamble and Warsash



## FACTFILE SWANWICK MARINA

**Contact:** +44 (0)1489 884081  
[www.premiermarinas.com](http://www.premiermarinas.com)

**Facilities:** Electricity, fuel (24hrs), showers, 65t hoist, restaurants, Wi-Fi, marine engineers

**Tides:** Dover -0010

**VHF:** Marina Channel 80,  
Hamble Harbour Channel 68

**Costs:** From £2.95/m per day





SWANWICK: 50° 52' .58N, 001° 18' .10W

## Toby Heppell heads up the River Hamble to Swanwick Marina

Swanwick Marina lies some two miles up the River Hamble – possibly one of the most famous yachting locations in the UK, particularly with the racing set. As such, despite the number of marina options in and around the river, spaces can be few and far between during the summer months – particularly those marinas down near the river mouth.

Swanwick is located as far upriver as anyone with an air draught over 4m

is able to go, thanks to the nearby road bridge, so it is often less busy than its downriver counterparts.

This is offset by the need to motor or motorsail for roughly 30 minutes (past attractive scenery) before you are at the mouth of the Hamble – though, as many point out, coming off the motorway, getting into your boat and motoring to the mouth of the river can still be quicker than sitting in your car in the traffic on the way to Hamble itself. Oh, and Bursledon railway station is just five minutes walk away.



## RUN ASHORE

Swanwick Marina is located in Bursledon (confusingly not Swanwick). Although the immediate area is not going to win any beauty contests, within a short walk of the marina is everything one might need.

On the opposite bank of the river to Swanwick is the Jolly Sailor pub, which is well regarded and does good pub grub. The on-site pub, the Boathouse, is also good for a quick bite to eat. For a meal, Bistro-8 has recently opened in the nearby Universal Marina and is highly regarded (nice walk too).

On the subject of food there's a massive Tesco around 10 minutes walk in the direction of Hamble. Even better than that, is the fishmonger based across the road, over the bridge and down the first lane on the right.

In the opposite direction to the fishmonger you will find Andark Diving shop, which stocks some diving equipment and clothing. For chandlery and more traditional yacht-based clothes the on-site Force 4 shop will probably be your first port of call.

## Local berth holder

Phil McGowen – Cheverton Caravelle MkII



"I have been at Swanwick Marina since I purchased the boat a few years back, and am

very happy here. It is great to be on the River Hamble but also not to have all the traffic issues you usually get around this area. Add to that the relatively sheltered sailing in Southampton Water and the Solent and you really can't get a better spot. People always seem to think it is a problem

being so far upriver but, with tidying fenders and readying sails it usually takes me the length of the journey to get myself ready anyway.

I suppose you could say that it's not in the prettiest location in the world, but then, that depends which direction you are looking in."



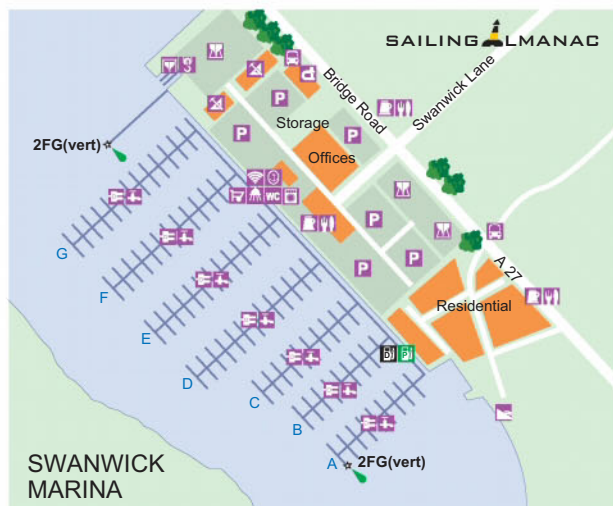


## Passage Planning

The approach to Swanwick Marina can be considered in three distinct sections: the Solent, Southampton Water and the Hamble River itself. Each section has its own navigational difficulties but, provided you remain aware of these, there are few major problems.

The biggest issue for all marinas around the Solent is the traffic in the form of other boats and of commercial ships making their way to and from Southampton Docks. Note that a large precautionary area exists south of Calshot Spit, where large vessels turn. Keep an eye out, as well, for the fast

**Main:** The backdrop to the marina has a classic English charm  
**Above:** The River Hamble is fairly narrow and usually awash with other craft



Red Jet and Red Funnel ferries from Southampton to the Isle of Wight.

Otherwise, beware of the drying Bramble Bank in the central Solent, where hardy souls play cricket at LW springs. The deep water channel skirts the bank via lit marks to the west, but there is the shallower North Channel which provides a useful short-cut from the east. Don't be distracted by the confusing array of seasonal race markers, some of which are lit.

If approaching the River Hamble from the Southampton direction don't be tempted to cut the corner and aim for the easterly cardinal beacon. The Hamble Spit extends a long tongue south into Southampton Water.

Entering the river, steer a northerly

course, leaving the green beacons to starboard and the easterly cardinal and red beacons to port. The narrow white section of the sectored light on the shore near Hamble Point shows the way in, and all posts are lit.

It is possible to head upriver under sail alone, and plenty of smaller boats do, but the volume of leisure craft and the close-set pontoons and moorings make this a tricky option. The channel is narrow, so stick close to the starboard-hand posts and beware of other craft entering and exiting one of the many marinas and berths.

The river meanders through a number of bends before tuning sharply to port, where you will find Swanwick marina on your starboard-hand side.

## Reader offer

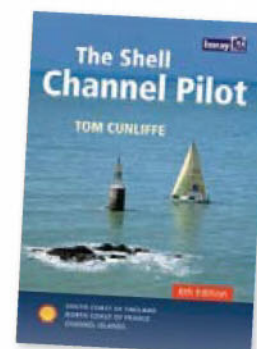
**SAVE 10% on IMRAY charts and pilots**

- **Admiralty:** AC5600, 2036, 2022
- **Imray:** C3, C15, 2200
- **The Shell Channel Pilot –**

**Tom Cunliffe**

Price: £35

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





## Cruising Grounds

Sailing boats will not get much further upriver from Swanwick Marina, due to a road bridge immediately to the north. Luckily, the unique chop and endless bustle of the central Solent lie just downriver.

Here one of the finest options we can recommend would be a sail up the idyllic Beaulieu River. Of course, having just made your way down one river, you might be reluctant to set off up another. Luckily there are plenty of good options on the Isle of Wight, including Cowes, Osborne Bay, Wootton Creek and Bembridge. In settled weather, the south of the island is enchanting (see ST207).

If you are setting out in the height of summer there is a good chance some regatta or other will be taking place out of Cowes and the marinas there will be accordingly busy. Perhaps for a visit to the Isle of Wight it is worth venturing a little further west to Yarmouth.

Opposite Yarmouth is the popular destination of Lymington with an array of fine lunching options and easy access to the New Forest national park.

Further afield, Chichester harbour and the Witterings are within reach, though there and back within a day would be challenging.

## Swanwick marina

### VISITOR BERTHING CHARGES

Summer	April – September
Daily	£3.55 /m
Weekly	£24.85/m
Monthly	From £76.80/m
<b>Annual</b>	
Pile	From £1,577
Pontoon	From £2,975
Drystack	From £463.50

### USEFUL CONTACTS

Harbourmaster	01489 576387
Marina office	01489 884081
Jolly Sailor	023 8040 5557
Bistro-8	01489 854259
Boat house	01489 885745
Force 4	01489 588875

The river is well lit, but those unfamiliar with the channel should proceed with caution at night, for fear of having an unexpected encounter with an unlit moored boat, of which there are many.

## Change afoot

There is a regeneration programme under way at Swanwick Marina to improve a number of services.

Already, pontoons X and A have been refurbished, but the main changes relate to shoreside facilities. There will be a new shower/toilet

block in place shortly. There will also be a new 65t hoist bay and dry stack storage/launch. These 'phase one' features are due for completion by the end of this summer. A second phase will see a new boat sales building and new homes go up.

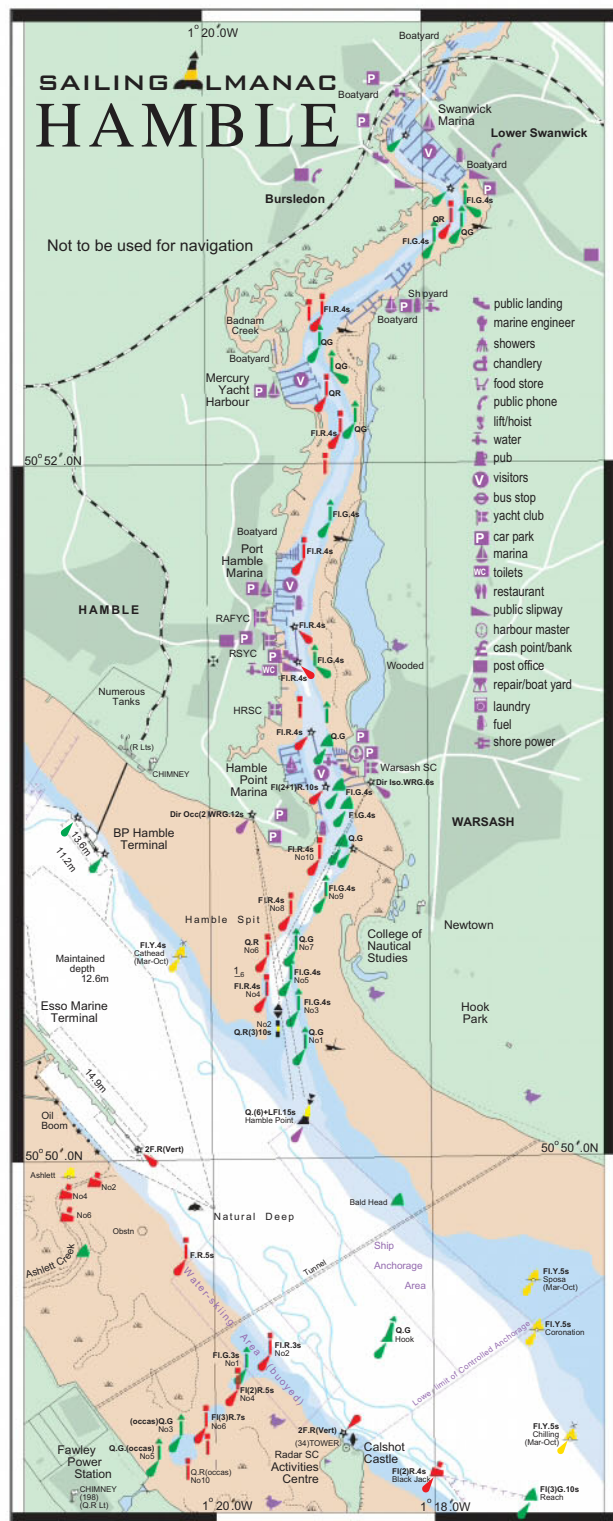
## Nearby havens

As the epicentre of Solent yachting, the River Hamble offers many alternative berthing options.

The first marina as you enter the river is Hamble Point (023 8045 2464) followed by: Port Hamble Marina (023 8045 2741), Mercury Yacht Harbour (023 8045 5994) and Universal Marina (01489 574272).

**Below left:** The marina is something of a countryside idyll.

**Below right:** The Jolly Sailor featured in 'Howards' Way'

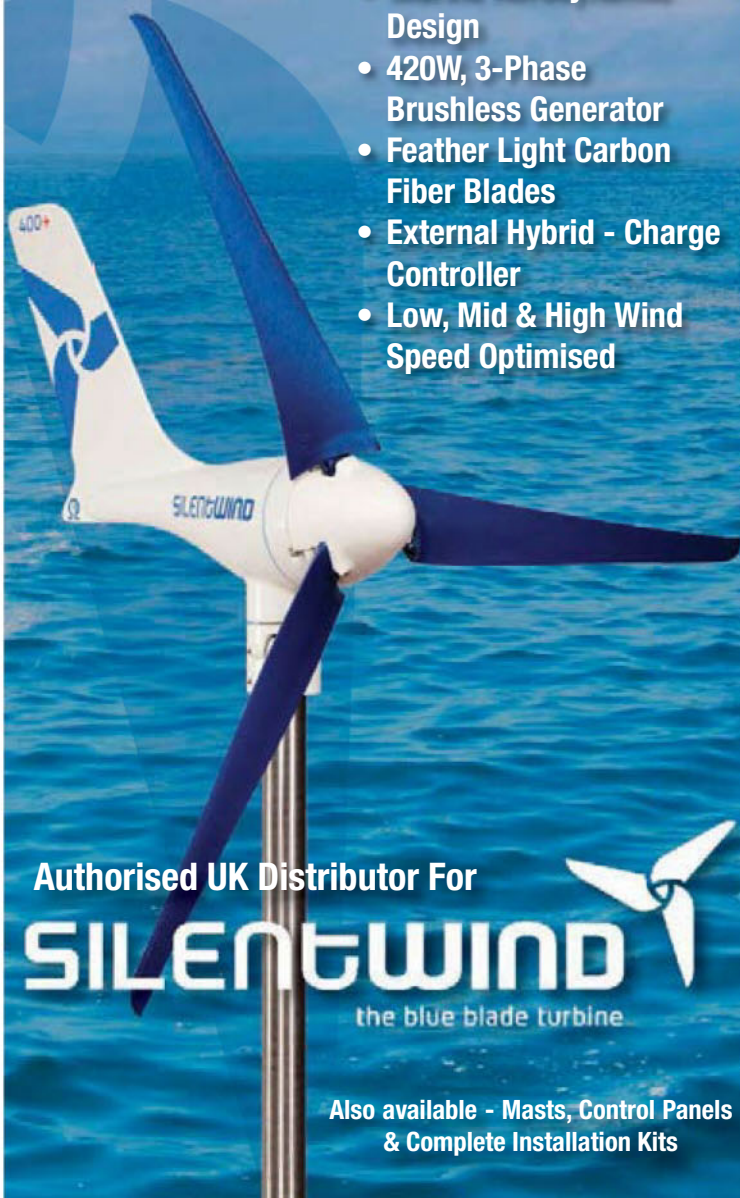






**Power.** *When You Need It*

- Low Noise
- Light Weight - 6.8Kg
- Marine Aerodynamic Design
- 420W, 3-Phase Brushless Generator
- Feather Light Carbon Fiber Blades
- External Hybrid - Charge Controller
- Low, Mid & High Wind Speed Optimised



Authorised UK Distributor For

**SILENTWIND**  
the blue blade turbine

Also available - Masts, Control Panels  
& Complete Installation Kits

T. +44 (0)1489 570770  
E. [info@barden-uk.com](mailto:info@barden-uk.com)  
[www.barden-uk.com](http://www.barden-uk.com)

Barden UK Ltd. 5 Little Park Farm Road,  
Segensworth West, Fareham, Hampshire,  
PO15 5SJ, UK



THE WORLD'S FIRST  
**Wireless  
Radar**



Works on  
iPhone or iPad

#### Stockists

Cactus Navigation & Communication Ltd  
Tel: 01752 548845 [www.cactusnav.com](http://www.cactusnav.com)

Charity and Taylor Ltd  
Tel: 01502 581529 [www.ecdis-and-radar.com/en/](http://www.ecdis-and-radar.com/en/)

Force 4 Chandlery  
Tel: 0845 1300 710 [www.force4.co.uk](http://www.force4.co.uk)

PRS Communications Ltd  
Tel: 01255 240523 [www.prscomms.co.uk/webshop/](http://www.prscomms.co.uk/webshop/)

**FURUNO**

Image is for example purposes only.



SPECIAL TRIAL OFFER

# 3 ISSUES

## FROM JUST £5.95

POST  
FREE

NEWSAGENT'S PRICE £12.60



Packed with trusted, informative and inspirational content, **Sailing Today** helps you prepare for your next cruising adventure.

- ▶ Exquisitely crafted tales of adventure near and far
- ▶ Expert boat and equipment tests
- ▶ Advice from leading sailors
- ▶ In-depth harbour guides

It's the UK's most compelling magazine for active, hands-on cruising sailors

## SPECIAL SUBSCRIPTION RATES: 3 ISSUES

### Print

UK Direct Debit **ONLY £5.95** (usually £12.60 – **SAVING OVER 50%**)

UK Debit/Credit Card **ONLY £7.95** (usually £12.60 – **SAVING OVER 35%**)




Overseas Debit/Credit Card **ONLY £9.95** (usually £19.50 – **SAVING 49%**)

### Digital

UK Direct Debit **ONLY £5.95**

UK Debit/Credit Card **ONLY £7.95**

Overseas Debit/Credit Card **ONLY £7.95**

-  [www.chelseamagazines.com/sailingtoday-P410](http://www.chelseamagazines.com/sailingtoday-P410) (for print)
-  [www.chelseamagazines.com/sailingtoday-P410D](http://www.chelseamagazines.com/sailingtoday-P410D) (for digital)
-  **+44 (0) 1795 419 842 quote P410** (for print) **or P410D** (for digital)

Another top sailing magazine from

**CHELSEA**  
MARINE  
MAGAZINES



# First rate

THINGS TO COVET | EXPERIENCES TO CHERISH



## Arctic charter

High latitude get-away

Chartering in hot, sunny climes with the family is all well and good. But for a real adventure why not charter a steel yacht ready to take you to high latitudes where you can sail among growlers and 'bergs and see wildlife only usually viewable with the dulcet tones of David Attenborough slipping from your television's speakers.

Arctica Expeditions offer just this on their *Arctica II* steel yacht with space for 10 guests in five cabins. We would be remiss not to point out that this is a very popular company and 2014 is already booked up with places rapidly disappearing for 2015 too.

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

► **Price:** £1,260 pw



## Oar coat stand

Give your coat a treat

This oar coat stand is sold as ideal for a child's room or a small-ceilinged area and it is easy to see why, standing at just 1.5m tall. However, we could well imagine this a nice nautical theme coat stand in a cottage hallway and particularly enjoy the small canvas bag / umbrella holder sitting between the oar blades.

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

► **Price:** £155



## Historic chart

Break out the sextant and ship's log

An 18th century chart of Portland and Weymouth from *The British Coasting Pilot* by Captain Greenville Collins. 'A Draught of Portland the Shambles, and the Race of Portland' features a decorative title cartouche and text panel with a detailed description of the coastline and races and a compass rose.

► **Contact:** [www.antique-maps-online.co.uk](http://www.antique-maps-online.co.uk)

► **Price:** £395

## Lightship *Sula*

Unique living

What better place to live than your very own lightship? Below the four-bedroom living deck she currently houses a centre for complimentary healthcare and offers various treatments. But that space could easily be turned to any number of applications.

Her light sports a Fresnel lens system and her foghorn is one of only two ever built. We could tell you about how rare it is to find such a thing and of her various accoutrements. But really, what more is required other than to know that you could live on a former lightship?

► **Contact:** [www.scotyachts.com/workboatspilotbo.html](http://www.scotyachts.com/workboatspilotbo.html)

► **Price on application, lying Gloucester**







# CONSTABLE'S WAKE

*David Sadler cruises the highlights of the east coast*





PHOTOS: DAVID SADLER

A rickety jetty stumbles out across the saltings at West Mersea – the very essence of the Thames Estuary

East Anglia has an appeal all of its own, which can be difficult to describe to anyone who does not know the area. We once met a lady in Dartmouth who told us that when she visited the east coast she had had to return home after three days because “she could not stand there being no hills”.

Each of the rivers between the Crouch and the Alde has a different character and they offer a wide variety of places to stop, whatever type of craft you sail. It is our great good fortune that *Spirit of Rosinis*’ home mooring is in one of the most delightful rivers of all, within sight of Pin Mill – the objective of many a cruise hereabouts. It does, however, have the disadvantage that it can be hard to tear ourselves away and go cruising.

### Suffolk views

This cruise began with a shakedown trip down the River Orwell to the anchorage at Erwarthon on the Suffolk side of the River Stour. On the way we passed Levington with its old church, Felixstowe container port, where a huge ship was discharging more imports from the Far East, and the buildings on the Harwich waterfront.

## *‘To our eye, the loveliest sight of all is the Skillinger Pioneer’*

The best water for anchoring is well west of the Erwarthon Beacon, from where you can just see the impressive buildings of the Royal Hospital School. It can feel rather exposed here if the wind is straight up or down the river, but is a lovely, quiet spot on a still evening when the sun sets behind the school. We did not continue up the Stour to Mistley this time, as the wind was not suitable. It is a fine trip on a sunny day, though, showing to advantage the Suffolk and Essex

countrysides on either bank. Unfortunately, it is no longer possible to stop at Mistley Quay, for shopping and a drink at the pub, as a developer has fenced off the quay in the name of ‘health and safety’, to the annoyance of the local sailors who have enjoyed this facility for many generations.

A fine sunny morning and a northeasterly Force 3 encouraged us to set off out of Harwich Harbour and down the Wallet to Pyefleet on the River Colne. To my mind this is one of the most enjoyable passages on this coast, but it is important to get your tides right. We used the Medusa Channel, which got its name in 1801 when Nelson, whose flagship at the time was the 32 gun HMS *Medusa*, ordered a survey to chart an alternative exit from Harwich Harbour. The channel is shallow and encumbered by pot buoys, but once we were round the Naze and clear of Walton Pier, the coast seemed to fly by and we enjoyed a brisk sail up the River Colne and into Pyefleet.

Instead of anchoring we picked up a mooring provided by the local oyster company, keen to avoid the task of washing loads of sticky black mud off the deck the next morning. It was a bit noisy at first, as the oystermen were using a JCB to load a lighter with cockleshells, to be used as culch on the oyster layings. But once they’d gone home we lay in perfect peace with the cries of curlew and oystercatchers forming the background to a perfect east coast evening.

### Mud larking

On an earlier visit when the wind had been too strong for us to venture out to sea, we had sailed on the tide up the River Colne to Wivenhoe and Rowhedge, meeting a sand barge from the gravel works at Fingringhoe on the way. Once these villages supplied skilled crews to the large Victorian and Edwardian racing yachts. Several of the houses on the road leading from Rowhedge Quay are named after famous yachts, having been paid for with the prize money their skippers earned during the summer racing. A





Victorian benefactor established the Nottage Institute in Wivenhoe so that the hands could study navigation during the winter months and it is still active, with courses in boatbuilding, navigation and seamanship.

Unfortunately, unless you have a shallower draught than *Spirit of Rosini's* 1.8m, it is not easy to stop at these interesting villages for lunch at one of the riverside pubs, (on this coast spring tides are midday tides) as although both villages have small quays and pontoons for visitors, the

water soon ebbs away leaving wide expanses of mud.

Blackwater bound

On this occasion, we set off bright and early in warm sunshine with a brisk southerly wind to leave the River Colne for the Blackwater and West Mersea. The Blackwater is a wide, open estuary offering good sailing before narrowing in the final reaches up to Maldon.

We were hoping to visit West Mersea to discuss one or two points regarding our new mainsail with our sailmaker, however, when we got there and contacted the West Mersea Yacht Club boatman for a mooring we found that all had been taken by an Old Gaffers' rally. We were disappointed, as we like West Mersea and its town. It is one of the decreasing places on this coast where one can shop for fresh provisions. The local villages like Pin Mill have lost their shops over the years and the supermarkets which have replaced them cannot be conveniently reached on foot. Many of the more attractive anchorages, like Pyefleet, are far from shops and 'amenities' – that is their attraction.

We could have continued on to the anchorage off Osea Island, a mile or two below Maldon at the head of the river, but could not face a long beat

**TOP 5 TIPS**

Cruising the east coast in a deep-keeled boat

1. Set the echo-sounder to "depth below keel" and don't ignore the alarm
2. Always navigate shallow passages on a rising tide
3. Don't try and gain an extra boat's length when beating up creeks and rivers!
4. Carry the latest charts and keep them up to date
5. Don't assume that because it was safe last year it will be the same this year

Clockwise from top: Wivenhoe at high water; the Essex Alps in the distance; Oyster dredger waiting for the tide in the Pyefleet; the Skillinger Pioneer off Birghtlingsea in the River Colne



BURIAL SITE  
The Saxon helmet at Sutton Hoo, Woodbridge



against a foul tide, so turned round and returned to Pyefleet, saving Osea Island for another day.

Maldon is an interesting place to visit in a craft able to take the ground. Hythe Quay is home to a fleet of traditional Thames Sailing Barges, which can often be seen out under sail, adding a 19th century feel to the skylines of the estuary. But to our eyes the loveliest sight of all is the





Skilling *Pioneer*, whose mooring is off Brightlingsea in the Colne. These boats were designed to fish the Terschelling banks off the north Dutch coast, “the hardest trade that Essex men ever worked”, and needed fine lines to bring their catch home to market as quickly as possible.

*Pioneer* has been completely rebuilt after years of neglect in the saltings at West Mersea and is now used to give Essex children a taste of the sea and their maritime heritage. The volunteers of the Pioneer Trust then built a boatyard at Brightlingsea to maintain her and craft like her. They offer apprenticeships for local people so that the skills needed are passed on to a new generation.

Next day, the conditions were perfect for a 22-mile trip to the River Crouch and Burnham-on-Crouch –



#### BEST COASTAL PUBS

Pin Mill: The Butt and Oyster  
Harwich: The Pier Hotel  
Wivenhoe: The Black Boy  
Rowhedge: The Anchor  
West Mersea: The Company Shed  
North Fambridge: The Ferry Inn

where there are shops. It was now eight days since we had been in reach of fresh provisions or able to top up the water tank. This is one of those passages where it is not possible to work the tides all the way. It is prudent to cross the Wallet Spitway, at the southern end of the Gunfleet Sand, on a rising tide, as it has a charted depth of only 0.9m. This meant a foul tide before we could pick up the flood in




the Whitaker Channel and the River Crouch. We were helped to spot the Wallet Spitway buoy by the appearance of the sand barges *Mark* and *Bert Prior* returning to their base at Fingringhoe after delivering loads to the Wallasea Island Wild Coast Project.

### Commercial Crouch


Not even its best friends would claim great scenic beauty for the River





**Elite Sailing**  
training and adventure

**RYA Practical & Theory Courses**  
**Adventure Sailing Holidays**  
**Sailing Weekends**  
Quality Training and Individual Attention



**Fast Track Yachtmaster Courses**  
Includes fantastic 47 or 54 day experience-building circumnavigation of Britain and visits to France, Ireland etc.

**Chatham, Kent – 45 minutes from Central London**  
Tel: 01634 890512 | [www.elitesailing.co.uk](http://www.elitesailing.co.uk)

## Fancy Sailing this October Half Term?



Blue sky, white cliffs, turquoise sea and big smile say it all!

Leave work and the cliffs behind and enjoy a week exploring the French coast.

or

RYA Day Skipper or Competent Crew while exploring the beautiful Essex and Suffolk rivers.

Contact: **First Class Sailing on**

**01621 928084 or 0203 006 3717**

Online @ [www.firstclasssailing.com/eastcoastsailing](http://www.firstclasssailing.com/eastcoastsailing)

E mail: [colin@firstclasssailing.com](mailto:colin@firstclasssailing.com)



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

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

VISIT US  
AT THE  
SOUTHAMPTON  
BOAT SHOW,  
**STAND  
G004**



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

**Jeckells**   
THE SAILMAKERS



Crouch, which is a shame as the town of Burnham is full of charm, both from the river and along the High Street where there are several fine houses built from the proceeds of the oyster trade.

There were vacant moorings off the town, two blue ones marked 'Visitors' off the Royal Corinthian Yacht Club, but we proceeded to the marina at Burnham Yacht Harbour. New visitors should note that the walkways at this marina are designated "A" to the east and, "B" to the west, and so on. Now, if the European Commission wanted to do something really useful it would introduce a regulation requiring a standard method of numbering marina berths throughout the EU – we speak with feeling having cruised to Cornwall and back, and in France and the Netherlands – each marina has its own system, generally with no discernible logic involved.

After a day or two enjoying the delights of Burnham, a visit to the local museum and lunch at The Olde White Harte being particularly noteworthy, we motored four miles farther up the River Crouch to North Fambridge. The yacht station there is set in rural surroundings and is very peaceful. Rambling round the footpaths and returning via the



Above left:  
Traditional Suffolk  
beach boats at the  
Rocks, River Deben  
Above right: The  
Royal Corinthian  
Yacht Club at  
Burnham



seawall we were able to gather wild plums from the hedgerows before enjoying a pint at the Ferry Boat Inn, which contains mementoes of the days when a wartime US Air Force base was nearby.

Another lovely morning saw us setting off northwards on passage to the Walton Backwaters whose entrance is marked by the Pye End buoy. This red and white safe water mark is notoriously difficult to spot, so once we had rounded the Naze, Valerie gave me a course to steer until it came into view, then it's 'a red, two greens and a green and a red' in towards the buoy which marks the divide between Hamford Water and the Walton Channel leading to the Twizzle, Walton town and Titchmarch Marina. The first cable or

## Charter options

### First Class Sailing

RYA courses on the River Crouch near Burnham  
[www.firstclasssailing.com](http://www.firstclasssailing.com)

### Elite Sailing

RYA training and charter from Chatham, Kent  
[www.elitesailing.co.uk](http://www.elitesailing.co.uk)

**GET IN TOUCH** Got a favourite east coast anchorage?



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



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



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

uncrowded. We were joined by the Thames Barge *Reminder* and three or four other yachts, the nearest half a mile away. As twilight fell we were serenaded by the seals in Oakley Creek to the north. From the chart, Oakley Creek can seem a tempting place to stay, but be warned; there is an explosives factory at Great Oakley and from time to time small coasters visit bringing supplies.

By now our time was up and home duties called. Although we have known the River Orwell for over 30 years, when we round Collimer Point and look up river we still catch our breath at the beauty of the view towards Pin Mill. We drifted slowly on the dying breeze to our mooring off Woolverstone before leaving *Spirit* to her own devices until we could return again to sail around this most delightful of cruising grounds. ⚓



### SPRIT OF ROSINIS

Rustler 36

Designed by Holman and Pye

**LOA:** 35ft 4in (10.7m)

**LWL:** 26ft 11in (8m)

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

**Draught:** 5ft 6in (1.8m)

**Displacement:** 15,000lb (7,623kg)

**Built:** 1997

**Engine:** Nannis N3.30

**Builder:** Rustler Yachts

*'We were able to gather wild plums from the hedgerows before enjoying a pint'*

so of the Walton Channel has become very difficult recently as the sand bank off Stone Point has extended into the former channel and a strong cross current has developed on the early stages of both the flood and the ebb. We opted for a quiet night at anchor in Hamford Water. It can feel rather exposed here if the wind sets in from the east, but the anchorage is secure and



### ABOUT THE AUTHOR

David Sadler has been sailing since he was 10 years old, having been enchanted by Arthur Ransome's books. With his wife Valerie, he has owned his Rustler 36 for 17 years





BLUEGREEN PICTURES / ALAMY

## *Be prepared*

The most common medical problems on board relate to breaks, cuts, burns and, in extreme cases, exposure

Medical kits are often added as last minute items when equipping a vessel. There is a tendency to avoid “tempting fate” by considering medical incidents, which can result in an ill-equipped boat and a less than competent crew, medically speaking.

The objective is to prevent serious medical situations and complications arising and prompt, effective management can facilitate this. Your stock of equipment and medicines should reflect the crew’s individual requirements, including existing medical conditions, children on board, sailing route, duration at sea etc. Where possible, pack multi-purpose items and keep the kit as

## SAILING DOCTOR

NURSE **SUE JOHNSON** ASSEMBLES THE IDEAL SHIP’S MEDICAL KIT

simple as possible: there’s no point in carrying equipment that nobody knows how to use!

Make sure a critical mass of the crew has received first aid training and has the knowledge base to use the boat’s medical equipment confidently. A basic plan covering areas of medical care will help to identify key items required, this can then be tailored to individual crew needs and renewed and updated on a regular basis. At the very least, have a good and up-to-date first aid book on board.

### **Resuscitation**

Equipment to facilitate basic chest compressions and rescue breaths can range from a simple pocket mask to a manual respirator with or without



## DIAGNOSTIC EQUIPMENT

**Advice about the** management and treatment of casualties at sea can be obtained by accessing "Radio Medical Advice" via the Coastguard. A small range of diagnostic equipment on board that enables the crew to collect vital patient information will greatly enhance the doctor's ability to put together an effective plan of action.

Establishing baseline observations at an early stage allows easy monitoring of the casualty's condition and recognition of deterioration or improvement. Copies of vital signs recording charts and medical history sheets should also be included.



the use of more sophisticated airway accessories. Defibrillators, designed to restore a normal heart rhythm, are increasingly carried on boats, as is oxygen.

### Breaks, sprains & strains

A confusing array of splints is available for immobilising broken bones. Some offer a whole menu of facilities but using them in an actual scenario, under stress proves very challenging. Simple, malleable aluminium-type splints or inflatables can be quickly applied prior to evacuation or make it easier to manage a casualty who remains on board for any length of time. Crepe support bandages are useful for the initial treatment of sprains and strains and are usually more effective than the stocking type elastic support that is often applied incorrectly. They can be used in

*'There's no point in carrying equipment that nobody knows how to use!'*

conjunction with splints and also cold and hot packs, which also have a range of other uses. A simple rigid neck collar is a useful item but make sure you know how to apply it.

### Wounds and bleeding

A common mistake is to buy numerous small sizes of non-adherent dressing pads and cotton bandages but very limited stock of any size that would accommodate a larger wound, eg. galley burns and winch injuries. Trauma pads can be used for larger wounds and also to support broken bones, pad out splints, protect head and facial injuries etc.



#### STOP BLEEDING

So-called haemostatic granules promote fast clotting, even in deep, arterial wounds

Regular training keeps sailors aware of up-to-date medical equipment, and a good example of this is the use of haemostatic granules. These control arterial bleeding within minutes and are even effective when the casualty is hypothermic or on anticoagulant therapy. Plus, there's no messing about with tourniquets.

Keep a selection of solutions for wound-washing, specific to the type of injury (high infection risks, coral particles etc). And store them in several small plastic containers instead of a single bottle which, even if it survives intact, may need to be discarded shortly after opening. Large 60ml plastic syringes are very useful to direct the flow of wound washing solutions, enhancing the removal of dirt. Explain clearly to the casualty what the big syringe is for! Depending on crew skills, wound closure items can be included in the kit from simple paper skin strips to skin staplers, wound adhesive and stitching equipment.

### Storing medicines

A comprehensive stock of both prescription and non-prescription medicines means that most conditions can be treated in the early stages and more serious problems can be stabilised as soon as possible. Carry system specific medicines – respiratory, gastro-intestinal, ear nose and throat, cardio-vascular. And include some options for non-oral administration, just in case.

Don't overlook the routine medicines required by crew members but try to find alternatives to items that require refrigeration. For example, Lignocaine is available with added adrenaline which needs to be kept cold, so check which form you are ordering; antibiotic syrups for children can be obtained in powder form and mixed with water as required.

Your medicine chest should be reviewed and updated regularly, ensuring adequate supplies to cover delays, specific risks, seasickness and so on. An easy-to-understand basic drug / medicines reference book should be kept with the medical stores, to enable dosage, interactions and side-effects to be checked and discussed with the radio doctor.



SUE JOHNSON



# Medical kits

For less than 60 nautical miles offshore a basic Category C kit is available from most chandlers. Medications and items specific to crew requirements can be added. For longer trips – transatlantic, round the world or “let’s just set off and sail”, more comprehensive supplies are required.

SeaMedic	specialises in modular kits	<a href="http://www.seamedic.co.uk">www.seamedic.co.uk</a>
OceanMedix	a useful source of content lists	<a href="http://www.oceanmedix.com">www.oceanmedix.com</a>
MSOS	offshore medical kits and support	<a href="http://www.msos.org.uk">www.msos.org.uk</a>
Sue Johnson	provides bespoke advice	<a href="http://www.jwmarine.co.uk">www.jwmarine.co.uk</a>



Crew members who have done the MCA’s “Medical Care Aboard Ship” training can, with supporting documentation, obtain non-prescription medicines, including morphine, antibiotics, intravenous fluids, adrenaline and hydrocortisone from authorised providers.



The designated medic on board should take responsibility for the stocking and use of all medicines and equipment, and should stay abreast of regulations that relate to them, which vary widely from country to country. For example, seasickness treatment Stugeron is not allowed in Australian waters. Keep accurate records, particularly for controlled drugs, where a dedicated register should be kept aboard detailing the quantity, supplier and use. This should be a properly bound book so pages can’t be easily torn out.

### Pain management

Assessment and management of pain is a key medical area, but most

**GET IN TOUCH**  
How did you deal with a medical incident at sea?

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

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

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

conditions can be managed with standard mild to moderate pain relief such as paracetamol, ibuprofen and codeine.

Consider how you’d medicate for severe pain, usually in injection form. If the kit contains a “ladder” of pain relief options, treatment can be tailored to the casualty’s needs. Morphine can have a place in the ladder, but remember it is strictly controlled and you should carry no more than 10 ampoules.

**ABOUT THE AUTHOR** Sue Johnson provides medical advice to the ARC and is both a nurse and a sailor

## TRAINING COURSES

It is sensible for at least the skipper to attend a marine-specific first aid course, but for longer passages with larger crews, consider more detailed medical training and make sure that everyone knows how to use the equipment you have aboard



**One day course:** For coastal sailing, the RYA or Maritime and Coastguard Agency elementary first aid courses provide an introduction



**Four day course:** The MCA Medical First Aid at Sea course takes the management of first aid much further, giving in-depth information



**Five day course:** Medical Care Aboard Ship is invaluable for long distance sailors and teaches crews many more practical skills





# VARIANTA 37



37 **VA**

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

MAXIMUM FUN FOR MINIMUM INVESTMENT

UK premiere of the Varianta 37 at Southampton Boat Show. See us there on the Marina

Inspiration Marine Group Ltd.

Southampton | +44-2380 455 741

Scotland | +44-1475 522 515

Windermere | +44-1539 447 700

contact.us@dehler.co.uk | www.inspirationmarine.co.uk



**WWW.VARIANTA.INFO**



On test





# Passe partout

Jimmy Cornell's input has made the Garcia Exploration 45 a boat for all latitudes. **Peter Poland** reports

**T**he joy of being a yachting journalist is that I get to sail a wide variety of boats - most of which I could never afford to buy. It's a real privilege. And every now and again, something completely different crops up. Something that's aimed with unerring accuracy at a specialist market and bears no relation to the average white blobs that crowd today's boat shows, marinas and charter fleets. Something I could only dream about. So I jumped at doing this test - because the Exploration 45 is such a boat.

Garcia Yachting is a French company that has specialised for 40 years in building aluminium-hulled custom craft from 50ft to 115ft. Some 300 Garcia yachts cruise the world from the Arctic to the Antarctic. In 2010 Garcia joined the Grand Large group that also owns Outremer (builder of award-winning GRP cruising cats) and Allures Yachting (famous for its aluminium-hulled shoal-draught cruisers).

Garcia builds the hulls and Allures finishes them in its factory in Cherbourg. I tested an Allures 45 a while back and was impressed by the

fairness and strength of its aluminium hull, the quality of its semi-custom finish and the versatility of its shoal-draught performance.

While volume producers stick to bread-and-butter fixed keel or stub keel and pivoting plate boats, specialist builders sell many internally-ballasted centreplate cruisers. After all, you can visit a lot of places in a 45-footer that draws just 1m with the plate up. And it's widely accepted that an internally ballasted yacht with its plate raised will slide safely sideways in extreme conditions while a fixed-keeler is prone to tripping on its keel.

## Famous backer

Jimmy Cornell - of Atlantic Rally for Cruisers fame - inspired Garcia's new Exploration 45. Having sold the Ovni 43 in which he'd lead the Millennium Odyssey round the world, he was invited to speak at the annual seminar for long distance sailors run by Grand Large. At that time he was planning his new Blue Planet Odyssey cruise.

Cornell said: "With hardly a year left until the planned start...I decided that I had an unmissable opportunity to come up with a concept which



PHOTOS: MORRIS ADANT



### Centreplate

This style of 'dériveur intégral' (a dérive being a centreplate) enjoys a prominent position in the French market.



would be nearest to that elusive 'ideal cruising boat'. My requirements were clear: a strong, fast, comfortable, functional and easily-handled boat perfectly suited for both high latitude and tropical sailing. Many of the best features in my previous boat were to be incorporated into the new one: an unpainted aluminium hull, centreplate, shallow draught, cutter rig."

When I asked Cornell what was different about this new 'ideal cruiser' he said it was his idea of transplanting the almost all-round visibility from a catamaran to a monohull. "A deck saloon was something that had never been attempted before on a yacht with an integral centreplate, primarily because the added height may affect its stability."

When I saw the hull of Exploration 45 No.3 (six have already been ordered), I saw that Racoupeau had added dramatic style to Cornell's vision. With its near-plumb stem, elegant sheer and unique coachroof line, this boat looks like no other. The roof is low and incorporates a reverse-raked panel round the front and a raised 'wedge' doghouse at the aft end, removing the need for a sprayhood.

The silvery aluminium hull is so fair that filler isn't needed. The panel thickness varies between 10mm and 5mm, according to the area; while fore and aft watertight bulkheads and



### Deck saloon

"By settling for a low profile," says Jimmy Cornell, "the designer produced what I believe to be the perfect solution: a comfortable deck saloon with 270° visibility, as well as an inside navigation/steering position, without compromising either the stability or the look of the new Exploration 45."

*'The aluminium hull is so fair that filler isn't needed'*

multiple stringers welded inside add extra strength and rigidity. A nice touch is a beefy aluminium tang (with a small hole) welded to the base of the forefoot. It's like the rostrum fitted to Roman galleys for ramming enemy ships; but this one acts as towing point combined with occasional icebreaker.

### Water ballast

Seeing a hull 'in build' reveals many of the Exploration's secrets; none of which are found on mass-produced GRP boats. All through-hull fittings are made of welded aluminium and valves are positioned above sea level. The double-glazed windows are massively thick and strong. The floor panels are insulated with a thick foam core and the engine lives beneath these, moving its weight further forward. The water and fuel tanks are fitted in the bilge to put their weight as central and low as possible while the contents can be pumped up to the windward tanks when under sail to

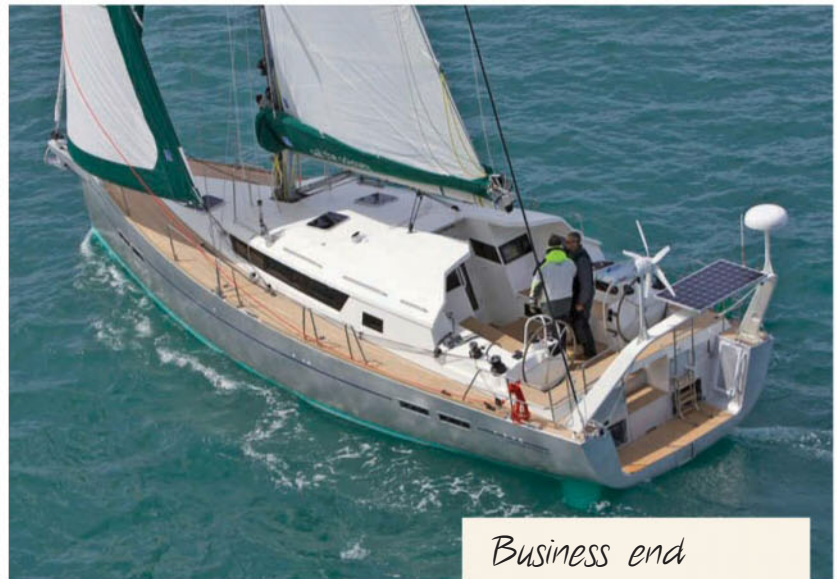


### Cutter rig

1

Twin head sails and a large Code Zero on a bowsprit furler provide lots of downwind options. There's a German mainsheet system

1



### Business end

Renewables sit on the stern gantry, over a bathing step, with a large drum for long stern lines in the transom

add extra power (as on IMOCA 60 round-the-world Vendée boats).

Polyethylene foam panels (80mm thick) are attached to the inside of the hull and the underside of the deck (40mm) to provide thermal and acoustic insulation and cut out condensation; while the cabin roof is a high-tech composite moulding, bonded and bolted to the aluminium cabin sides. This saves weight 'up top' and adds to insulation.

However none of this prepared me for the dramatic impact the Exploration 45 makes when seen afloat. This is no ordinary boat – it is going to attract attention wherever it goes. The broad stern incorporates a platform, lockers to accommodate life raft and stern anchor line (on a spool) plus a bracket to take a hydrogenerator or auxiliary outboard pad. Above this an all-purpose arch incorporates dinghy davits, solar panels, wind generator and aerials.

A hinging central seat aft encloses the cockpit, which boasts two wheels. The twin aluminium rudders (protected against collision by short, wide skegs) operate through JEFA self-aligning bearings. Two large side lockers gobble up clobber galore and useful open-fronted storage areas are set into the coamings. A folding cockpit table sits on strong tubular legs and doubles up as a brace in lively weather. The overlapping roof provides comfortable corners in which to snuggle in wet and windy conditions and a double-glazed two-part hinging door ensures easy

access below and security against breaking waves. Every detail shows careful thought and planning.

Once below, it's obvious that the deck saloon concept works. The sitting/dining area to starboard and linear galley to port enjoy panoramic views of the outside world while the forward facing navigation station at the front of the saloon is more reminiscent of a ship than a yacht. What's more, it's possible to steer (using remote autopilot controls), study the plotter, navigate and communicate via VHF – all while having a clear view ahead and to the sides; and staying dry and warm.

Several layouts are available. The test boat has forward and aft double cabins; both with ensuite heads and shower areas. The forward heads also includes the chain locker (hidden behind a water and smell-tight bulkhead hatch) with the windlass on deck above, just ahead of the mast. The chain passes along an under-deck tube from the stem (specially sized to avoid blockages), shifting its great weight from the bows to a low and central position, thereby reducing pitching. Clever. The released area in the bow becomes a deep locker to take lighter items like sails, fenders etc.

A second aft cabin (to starboard) can contain berths or (on this boat) a work area that also accommodates a 3.8kW Fischer Panda generator

### Trawler chic

The inverse slope on the boat's forward-facing windows eliminate the need for windscreen wipers







Italwinch



Comfort Seat



Seaburg



Hella Marine



Seals Direct



E C Smith & Sons Ltd Tel: 01582 72972

Email: [sales@ecsmith.com](mailto:sales@ecsmith.com)

Web: [www.ecsmith.com](http://www.ecsmith.com)

See us at Southampton Boat Show stand G058



DSPA 5



BEP Marine



Labcraft



Polyform



Batsystem

Why pay **FULL PRICE** on **YOUR** yacht charter holiday?

See us at  
Southampton  
Boat Show  
Stand J061

**ACT NOW FOR MASSIVE DISCOUNTS!**

**[www.latesail.com](http://www.latesail.com)**

Worldwide Discounted Yacht Charters

**LateSail** 

“LateSail does four things right. It offers a service that appeals strongly to a particular niche market; it is providing a price advantage with its discounts; it benefits everyone concerned; and it provides precisely the information those people need”

**Daily Telegraph**

“For those feeling flexible, the website offers up to 50% off charters - not all of them last-minute”

**Sunday Telegraph**

[info@latesail.com](mailto:info@latesail.com) | UK 08450 60 50 50 | Worldwide +44 (0)1227 479900

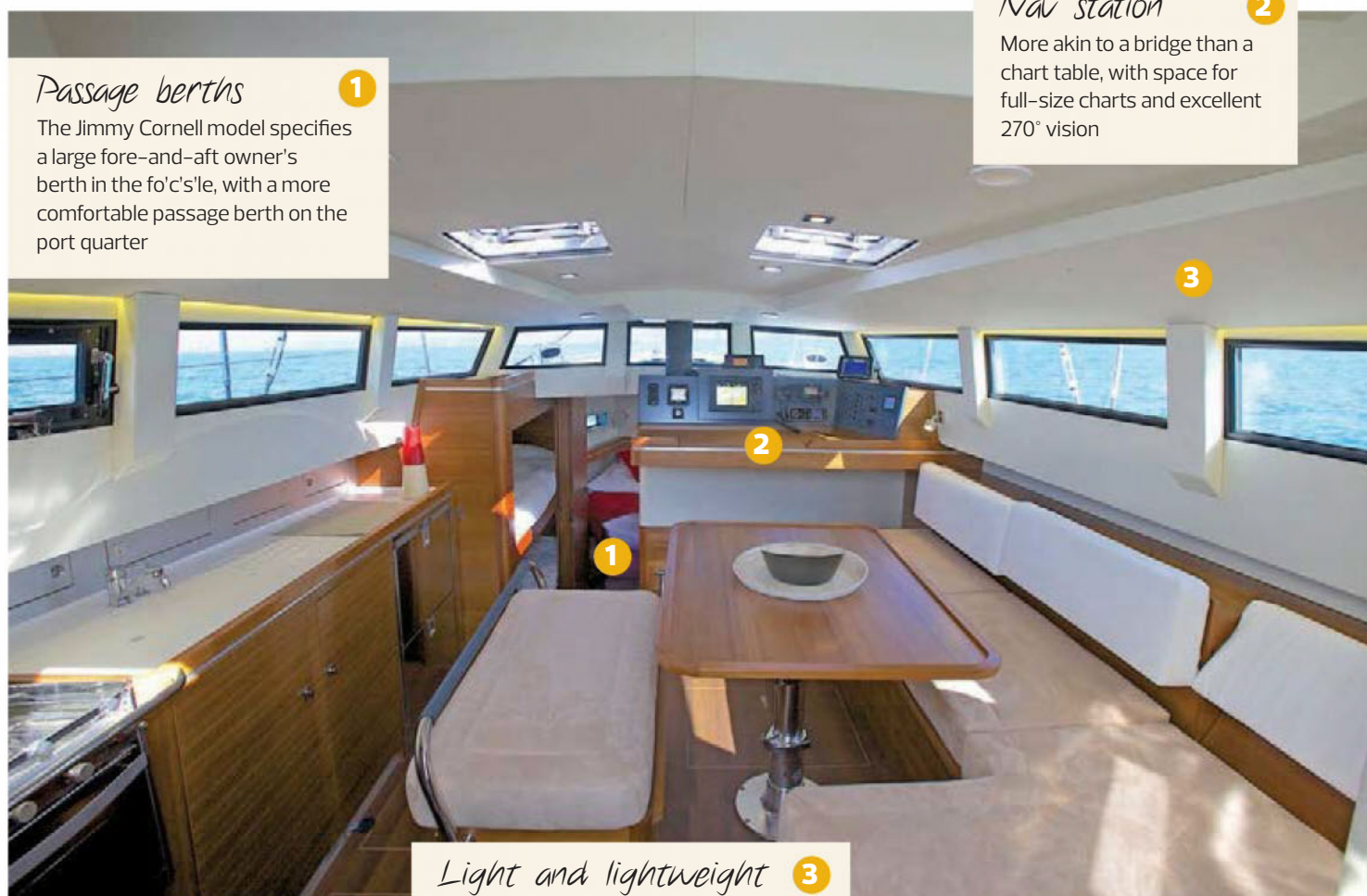


### Passage berths

The Jimmy Cornell model specifies a large fore-and-aft owner's berth in the fo'c's'le, with a more comfortable passage berth on the port quarter

### Nav station

More akin to a bridge than a chart table, with space for full-size charts and excellent 270° vision



### Light and lightweight

The cabin top has super-light composite construction and sturdy double-glazed windows for a radical deck saloon look

(extra) and washing machine. And the wide companionway area leading from saloon to forecabin can have one (or two) sea-berths plus lots of extra lockers. Finish throughout is to a very high standard, with lots of teak cabinetry and, of course, the builders offer many semi-custom options.

### Skipping along

We were lucky with the weather. The sun shone and the wind blew between 15 and 19 knots. The optional bow-thruster and near-silent Volvo D-275 extracted us from a tight berth then we set sail under full Solent jib and single-reefed main. With more wind, we could have opted for the smaller staysail. That's the joy of the optional cutter rig (c£5,400).

The fully battened main is hoisted between lazyjacks (led to the inboard end of the spreaders instead of to the mast wall; making hoisting easy). Reef lines, sheets and controls come aft to rope clutches and four powerful winches (one electric) in the cockpit. The sails by Incidences are of high quality and a Code Zero tacks to the

*"It's clear the Exploration will revel in a seaway"*

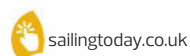
front of the bowsprit to boost 'va va voom' in lighter airs.

To windward, the 45 settled into an easy, restful gait. Speed varied between 6 and 7 knots at around 34° to the apparent wind. The helm felt positive without being heavy and with the solid aluminium NACA section centreplate fully lowered (drawing 2.9m), there was little leeway. The ballast of 4,540kg and the central weight of tanks, engine etc, gives a pleasant, solid feel. Sheets cracked onto a reach, we exceeded 9 knots on occasions. This boat will clearly cavort down the Trades at speed and in comfort.

Even after a short sail, it's clear that the Exploration will revel in a seaway and gobble up the miles. Jimmy Cornell confirmed this, emailing me that "since leaving Cherbourg in late



**FOR MORE** new boat tests, large and small, click on to



May, I have sailed 2,500 miles and Aventura is now in Nuuk, Greenland (see p23). She has proven to be a fast, comfortable, and easy-to-sail boat. All that I wanted." And others will doubtless agree. Even if she is far from cheap, you get what you pay for: in this case a special boat that can take you anywhere.



## VERDICT

The **Exploration 45** has been designed to set sail on high latitude and tropical bluewater adventures. The extensive input supplied (from the word go) by one of today's most experienced and respected long-distance cruising sailors – Jimmy Cornell – is priceless. And it's evident throughout the boat.

Such details cost more, but Garcia believes the expense is justified. Put simply, there's nothing quite like the Exploration 45 on the market. Yet those who just want a coastal cruiser with a swing keel that can nudge into shallow creeks as well as sail through heavy weather in comfort will also find much that appeals. Provided they can afford the bill!

The advantages of semi-custom finish, an options list as long as your arm and a tough aluminium hull with shoal draught capability are obvious. And a degree of exclusivity is assured because only 10 can be built each year, so few will be lucky enough to own this fine yacht, even if their budget permits.

**SAILING ABILITY:** ★★★★★★

**COMFORT:** ★★★★★★

**BLUEWATER:** ★★★★★★

## THE SPEC

**PRICE FROM €404,000 EX-WORKS**

**LOA:** 46ft 7in (14.2m)

**LWL:** 41ft 3in (12.6m)

**Beam:** 14ft 7in (4.4m)

**Draught up/down:**  
3ft 9in/9ft 6in (1.1m/2.9)

**Displacement:** 14.6 tonnes (32,214lb)

**Upwind sail area:** 979sqft (91m<sup>2</sup>)

**Fuel:** 700lt (154gal)

**Water:** 500lt (110gal)

**Berths:** 4/6/8

**Engine:** Volvo D2-55, stainless-steel shaft; 3-blade prop (feathering an option)

**Designer:** Berret/Racoupeau

**Builder:** Garcia Yachting,  
garcia-yachting.com

## PERFORMANCE

**AVS:** 118°

**Displ/LWL ratio:** 205

**Sail area/Displ ratio:** 15

**Ballast ratio:** 31%



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



Insure the yacht tested with Craftinsure for

**£1,785.95**

Boat insurance at the touch of a button



IF THE GARCIA EXPLORATION 45'S NOT RIGHT FOR YOU...



## ALLURES 45

**£366,700**

From the same builders and designers as the Exploration, the Allures offers a more conventional saloon plus fore and aft cabins. A round-bilged aluminium hull, composite coachroof, internal ballast and centreplate offer similar performance to the Exploration.

[www.allures.fr](http://www.allures.fr)



## OVNI 445

**FROM £292,000**

Designed by Marc Lombard, this Ovni succeeds the 43 in which Jimmy Cornell cruised 70,000 miles. The aluminium hull is multi-chine, 0.8m shorter than the Exploration and lighter at 10,600kg. Performance is good and it has well-made seagoing accommodation.

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



## SOUTHERLY 47

**FROM £609,242**

Slightly larger than the Exploration, this Stephen Jones-designed GRP yacht has a swing keel (which draws 1.0m up and 3.1m 'down'). Like all Jones designs, she will sail well and has a bluewater fit-out. The boat enjoys a luxurious interior... at a price.

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



# Leader in Worldwide Yacht Transport

LIFT-ON LIFT-OFF

DISCOVER OUR ROUTES  
**BOOK NOW!**

SEVENSTAR-YACHT-TRANSPORT.COM



#### Check our sailing schedule

Sevenstar Yacht Transport is specialised in worldwide lift-on, lift-off yacht transport. Check our sailing schedule and book now!

#### Sevenstar Yacht Transport

Headoffice Amsterdam  
The Netherlands

Phone +31 20 448 8590

info@sevenstar-yacht-transport.com

#### Sevenstar Yacht Transport

UK-Agencies

United Kingdom

Phone +44 2380821030

info@sevenstar-uk.com

MEMBER OF SPLITTHOFF GROUP



WWW.VETUS.COM

Stand  
**E054**  
on the  
waterfront

Make a **bee-line**  
for the **M-line**

Be among the first  
in the UK to see the  
innovative new

**VETUS M-Line**  
range of 2, 3 and  
4-cylinder engines

– and find out why some  
unique features are set  
to revolutionise marine  
engine manufacture in  
years to come.

**plus** **Special  
Show Deals**

and half price  
installation kits  
when you repower  
with VETUS



**Come and see us to discuss your  
installation – or contact a VETUS  
diesel dealer for full details**

**☎ 023 8045 4507**

**sales@vetus.co.uk | www.vetus.com**

**CREATORS OF  
BOAT SYSTEMS**

Offer available to end of Dec 2014. Only one of each kit per engine purchased.  
Terms and conditions may apply.  
Warranty terms and conditions can be found at [www.vetus.com](http://www.vetus.com)

ENGINES | EXHAUST | FUEL | PROPULSION | STEERING | ELECTRICS | VENTILATION | MANOEUVRING | WATER | ANCHORING





**Main:** In these conditions the Gemini is in her element

**Opposite:** Plenty of space below for classic multihull living

# Hidden gem(ini)

**Toby Heppell** takes a closer look at one of the surprise winners of our 200th issue boat vote, the Gemini 105MC

**B**ack in February this year (ST204) we released the results of our 200th edition best boat vote, wherein we asked readers to vote for the best boat we have tested over the years.

We weren't expecting any multihulls at the top of the list and were surprised when the results started flooding in to see the Gemini 105MC (one of only a few catamarans we have tested) consistently vying for the lead. So what is it about this slightly quirky cat that inspires such devotion?

To discover a little more about the design's appeal, we spoke to long-term Gemini owner, Terry Secretan. "For me the really important factor is the addition of centreboards which,

## SPECIFICATION

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

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

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

**Draught (min/max):**  
1ft 6in/5ft (0.46m/1.4m)

**Displacement:** 3,629kg (8,000lb)

**Windward sail area:** 690sqft (64.1m<sup>2</sup>)

**First launched:** 2003





unlike many cats, provide great upwind performance,” he explained. “If the water is relatively flat I can sail upwind at about 30° apparent.”

In addition to significantly improving upwind performance, the lifting centreboards mean that the Gemini is still able to go where many monohulls would struggle to follow. With both boards raised she draws a meagre 1ft 2in (35cm). This is a particular boon for Terry, who sails out of Walton-on-the-Naze and cruises extensively on the famously shallow east coast.

Of course centreboards that can be raised and lowered independently add a level of complexity to the design, which might not appeal to all. “It can be something of a tricky boat to get going right and there are a lot of ropes and so on” explains Terry. “However, if you are tacking up a river, say, I tend to drop the leeward board on what will be my long tack. It is then easy enough to tack back and forth without changing the centreboards over. She won’t point as high on one tack, but she will still go to windward.”

These centreboards also mean the design is a little twitchy at times and can trip over her boards in a big blow, something often pointed by critics of the model. However, this is not a criticism Terry sets much stock in; he points out simply lifting both boards allows the boat to slip to leeward quite happily.

Despite being a multihull, the Gemini has a relatively narrow beam

at just 14ft (4.3m) so it fits in a regular sized berth. During our boat vote, this was often cited as one of the top reasons to purchase the boat. Most commented on this combination of relatively cheap berthing but large living area.

One of the often-mooted drawbacks of the Gemini is that she is not really suitable for ocean cruising. Indeed, her design is clearly better suited to coastal cruising or cruising on the Great Lakes in the US. When this is brought up with Gemini owners the reply that usually follows is to cite a couple that have completed circumnavigations. This is true, however, it is far from the ideal use for the craft and there is nothing wrong with that. ✨

## The designer

**Tony Smith**



MICHAEL AUSTEN

**Tony Smith** built his first trimaran, a 24ft (7.3 m) plywood Piver design, at the age of 19. After single-handing this boat for over 1,000 miles he entered the

first Round Britain Race in 1966, and finished fourth out of 24 boats. He started designing his own boats, and in 1970 built the 26ft (7.9 m) prototype in GRP-foam sandwich for what was to become the Telstar series trimarans, of which 300 boats were sold.

In 1980 he founded Performance Cruising Inc and moved production from the

UK to the USA, but output was soon curtailed through a serious fire in his factory. Rather than rebuilding moulds for the Telstar, he drew a new family cruiser, the Gemini, which is patterned after the Aristocat designed by Ken Shaw. The Gemini series catamarans have been very popular over the years with more than 800 of the various models sold.

## THE SURVEYOR

**Yacht Brokers Designers  
and Surveyors Association**

**The Gemini range** are relatively lightly-built craft and often used by charter fleets in such places as the BVI, Florida and the Great Lakes. They offer good, roomy accommodation and are suited to fun in protected waters. Bear in mind that the boat will be an import so you need to ensure it has the CE mark, indicating its compliance with the Recreational Craft Directive, and VAT will be due on entry into the EU. On a craft under 12m, customs duty will also be payable.

Stress cracking has been found on a number of boats and there are some concerns regarding the suitability of the windows for offshore use.

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

## THE BROKER

**Ross Farncombe, Sunbird Yachts**

**I can only** find two boats for sale at the moment. A 2007 asking £110,000 and a 2008 at £120,000. Our database has no recorded sales in the UK in the last two years though looking across the pond, the US market has recorded nearly 50 boats changing hands. Earlier models from the mid- to late 1990s can be found for £40–45,000 if you are prepared to travel but, if tempted by the much cheaper prices abroad, don't forget to address the issues of CE certification and VAT which could cost you dear if ignored.

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





## BOAT SHOW BARGAINS ON HATCHES & PORTLIGHTS



Gebo opening portlight (600mm x 180mm) ~~SRP £450~~

# NOW ONLY £129\*

### Entel HT20 handheld VHF



- 2000mAh Lithium battery
- Fully submersible IP67
- Tough MIL-STD construction
- Simple & intuitive operation
- High visibility back-lit LCD

only £99

### Oceanair shades & blinds



- 100% blackout fabric
- 100% marinised to protect
- Easy to install with all the mounting hardware included
- Standard and bespoke sizes

from £34

### Kohlhoff loop blocks



- Compact and lightweight multi-purpose snatch blocks fastened with Dyneema loop
- Alloy sheave
- Up to 5 ton SWL

from £165

### Lewmar CPX windlasses



- Reliable and lightweight
- High performance
- For the smallest boats to 80 footers with motor power from 500w - 2000w

from £549

### Baudat wire rigging cutters



- Ratchetting mechanism and ergonomic design for fatigue proof cutting
- 2 models available:  
<8mm 1x19 | <16mm 1x19

10% OFF

from £179\*

### Seabrake



- Stabilises, slows and helps keep control in all conditions
- 2x the drag of sea anchors
- Effective at sea or at anchor
- Use as emergency steering

from £159

### Aquair 100 water turbine



The Aquair 100 water turbine has been designed specifically for charging batteries over long distance crossings and converts to a wind turbine at anchor. Highly reliable, efficient and easy to mount and maintain.

50% OFF  
WIND CONVERSION KIT  
(SRP £275) WHEN YOU BUY AN AQUAIR 100

only £949

## It's not too late!

To order your **Parasailor** for the ARC 2014.

Don't miss out on the ultimate downwind sailing companion.

Operates between 70° and 180° AWA, can be flown easily without a pole, generates real lift - increasing your speed and stability on downwind legs.

Come and see us at Southampton & discover **Parasailor** for yourself.



# Parasailor<sup>IS</sup>



**info@seateach.com** | **01243 375 774** | **since 1981**

Sea Teach Limited, Emsworth, PO10 7PW | Mon - Sat, 9am - 5.30pm | All prices inc. VAT @ 20%

\* offers are valid until the end of the Southampton Boat Show - Sunday 21 September 2014



# Three of the best

BROKERAGE | BOATS FOR SALE



## BENETEAU FIRST 211 | LAZEE

### DAZE

This little lift-keeler offers the perfect boat for day-cruising with a small family or as a couple. Easily handled and perfect for coastal and river cruising.

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

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

**Rig:** Sloop

**Keel:** Fin keel

**Year built:** 2001

**Berths:** 4



## JEANNEAU SUN ODYSSEY 40DS | PANACHE

This 40ft deck saloon is probably something of an acquired taste, but make no mistake – if you can see beyond her looks, this is some serious boat for not-so-serious money.

*Panache* would make an ideal cruiser with plenty of space below and does look as though she has been treated carefully.

The hull has a fast look to it with minimal bow overhang. The stern is broad, as is typical with a number of French designs of its day, but there is enough counter aft to help prevent this design from dragging its transom at low speeds.

Below, her woodwork is still bright with none of the characteristic darkening of wood that has been left uncared for. The Sun Odyssey 40DS was always something of an oddity, being a deck saloon with a

layout similar to a more traditional yacht. Thus the two cabins fore and aft will feel familiar to those who have set foot on almost any other 40-footer, with the bonus of increased light in the saloon and easier access from the cockpit.

Thanks to the raised saloon she would make a perfect yacht for a couple as communication between saloon and cockpit is easier than most.

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

**LOA:** 40ft (12m)

**Rig:** Sloop

**Keel:** Fin keel

**Year built:** 2002

**Berths:** 6



## J PAIN CLARKE KETCH | LOLA

Originally built for 'a Gentleman and Member of the Royal Thames Yacht Club', *Lola* has had eight owners including the present. In 1967 she moved from the south coast to the Clyde and is well known as an extremely competitive passage racer around the area. Current owner Simon Helliwell claims she is now arguably in as fine a condition as she has ever been in her 89 years.

► **Contact:** [yachts.apolloduck.co.uk](http://yachts.apolloduck.co.uk)

**LOA:** 38ft (11m)

**Rig:** Ketch

**Keel:** Long keel

**Year built:** 1925

**Berths:** 6



## THE FLOATING OFFICE



FROM FORECASTS AND FACEBOOK TO FINANCIAL REPORTS, THERE IS A GLOBAL NETWORKING OPTION FOR EVERY SAILOR'S NEEDS. **JAKE KAVANAGH** INVESTIGATES

Getting away from it all and sailing into the sunset needn't mean getting away from it all. Satellite technology means that it is easy to stay in touch with loved ones or financial interests from anywhere in the world, including the ice caps, using just a basic smartphone. Meanwhile, closer to land, the right equipment may well be able to lock onto a Wi-Fi hub in a coastal hotel or café, at a range of up to 30 miles.

The floating office is now a very common prospect, and some of the larger new designs from the likes of Oyster and Nautor's Swan even have this feature built in. With existing boats, you can adapt part of the accommodation into an occasional – or dedicated – workspace. Then, with the judicious use of your on-board power supply, you can run computers, printers and routers just as you would at home.

First, though, you must answer three basic questions to work out your connectivity needs. How much data, where do you need it, and when? For anyone equipping their boat as a floating workstation, these are the three most critical points to ensure they make the right choice.

### Megs, gigs or terrabytes?

When using satellites, every bit of data exchanged will have to be paid for, either in terms of the time it takes to send it, or the size of the file. Crucial to keeping costs in check is to make sure that you only exchange

the data you really need, and avoid the usual clutter of pop-ups, background images and unwanted ads. Many providers will supply compression programmes that will skim off unnecessary material and compress the important stuff.

And do you really need the Internet? Some business people may only need to stay in touch by phone

*'One crewman ran up £120,000 in airtime downloading HD films'*

or by text, demands that are now very easily met in mid-ocean with an £800 handheld satphone, and call rates of about 75p per minute.

Most of us appreciate the significance of file size, as our computers indicate the number of bytes involved when we upload a picture, or attach something to an

A sat phone allows you to download weather maps in mid-ocean



### Break out

An on board Wi-Fi router gives you the freedom to use your laptop or tablet anywhere around the boat



email. The table opposite gives some ballpark figures, which should allow you to determine how much data you will realistically need to send or receive in any one session.

Understanding file size really helps when it comes to expensive satellite time. One superyacht crewman famously ran up £120,000 in airtime by downloading a set of High Definition feature films. Computers left unconfigured for remote working are also apt to automatically download software updates, running up huge bills without the owner's knowledge. Understanding the





boat will throw your Wi-Fi net much wider – up to 30 miles, although performance can be variable. On a typical coastal cruise, this means you can stay in touch for most of the time – but unlike satellite comms – not all the time, and if cruising in the Med, then some systems will allow you to switch between pre-loaded SIM cards to access the internet in each particular country.

If you would like the best of both worlds, then you can carry a satellite link as well as boosted Wi-Fi. Some on board hubs will even cleverly switch your terminal to the cheapest option as you cruise (see below, pp62-63).

### Just the summer?

Less of an issue for Wi-Fi and 3G, where data is either unlimited or cheap (local SIM cards can offer hundreds of megabytes of data for a few euros), the final factor that will affect your choice will be the amount of time you are going to spend networking afloat – months at a time or a few days here and there. If, as many do, the boat is in use all summer, with a long cruise involved, then a ‘pay as you go’ option per MB may be better than a longer-term contract.

When approaching a supplier for the ideal set up, have these three criteria clear – how much data, where, and when – in your mind so both parties can settle on the best system. Advice based on practical experience is always readily available.

equipment, and ensuring it stays totally focused on the task in hand, is an important discipline.

### Inshore or mid-ocean?

Where will you be networking from? If you have a business where you need to be contacted at a moment's notice, day or night, wherever you are, then satellite is the way to go.

If time is less critical, and you want the capacity for a lot more data, then tapping into a Wi-Fi or 3G network via a smartphone will be a far cheaper, but ultimately a less flexible, alternative. A booster aerial on the

#### USEFUL CONTACTS

Exmoor Technology  
exmoor-tech.co.uk  
Landau UK,  
landauuk.com  
Charity & Taylor  
charityandtaylor.com  
Intellian,  
intelliantech.com  
Mallasail,  
mallasail.com  
Cactus,  
cactusnav.com  
Ashbury SatCom,  
ashburysatcom.co.uk

## HOW MUCH DATA?

Send/receive/download	Approximate data usage
Email, text only	10KB
Email with attachment (Word, Powerpoint, Excel)	30KB
web page (News, weather)	30KB – 1MB
PDF of your favourite sailing mag	2 – 3MB
30-second YouTube clip	1.50MB
3-minute song	1.75MB
Hi-res DSLR image	3MB–9MB
Software update	100–200MB
5 min HD video	900MB
Full HD feature film (compressed)	3.8 – 8.9 GB



## On the pontoon

The simplest way to connect to the Internet, and the one most mobile users are familiar with, is a Wi-Fi connection to a local hot spot by your smart phone or laptop. Many marinas will offer a free Wi-Fi connection with your mooring, and some of the larger luxury marinas, especially those catering for top-end yachts, will provide a hard link socket. As with all Wi-Fi hotspots, data speeds depend on the number of other users logged in to that particular hub, but it is the simplest and easiest way to connect, and is usually free.

If there are no free wireless hotspots available in your marina, you can connect to the local internet using a 3G 'dongle', a simple aerial that plugs into a USB slot on your device and gives you a set amount of time or specific amount of data on a subscription basis.

## Inshore connection

Connecting via Wi-Fi or 3G from a peaceful anchorage away from civilisation can be far more problematic. Mobile phone range is limited to about 10 miles as you head away from land, and you need a clear path to the nearest mast, so a bay with

### MOBILE DATA

► **3G.** Arrived around 2000, and has been a quantum leap in efficient use of the 400MHz to 3GHz frequencies. Provides data transfer rates of at least 200Kb/s, but later 3G releases (so-called 3.5 and 3.75) push this to Mb/s.

► **4G.** Designed to provide data rates of 100 Mb/s for high mobility applications (train, car) and up to 1Gb/s for low mobility.

► **5G.** Heralded as the new standard for 2020, 5G is expected to operate in the 20–60GHz bands offering speeds of up to 10Gb/s. It's still theoretical, but is geared to 'nomadic' use. Ideal for us boaters, then.

# What about radio?

**Until the advent of satellites, the only means of voice communication at sea beyond line of sight was long-range radio. Medium frequency (MF) has a daytime range of around 150 miles, further at night, and HF is truly global.**

**They are still** used worldwide for commercial traffic and distress messaging. However, they require powerful transmitters (peak drain on an HF radio set can momentarily reach 30A) with large aerials, and the operators have to be trained and qualified. After the initial outlay, however, the set is virtually cost free and can also be used for limited emails and weather forecasting. Blue water yachtsmen often fit an MF radio for extra safety, and use the backstay as an aerial.



*'A Wi-Fi booster will also give a more stable signal'*

steep cliffs may prove an effective barrier. Part of the fun of boating is getting away from it all, but this may also mean there isn't a mobile mast within reasonable range.

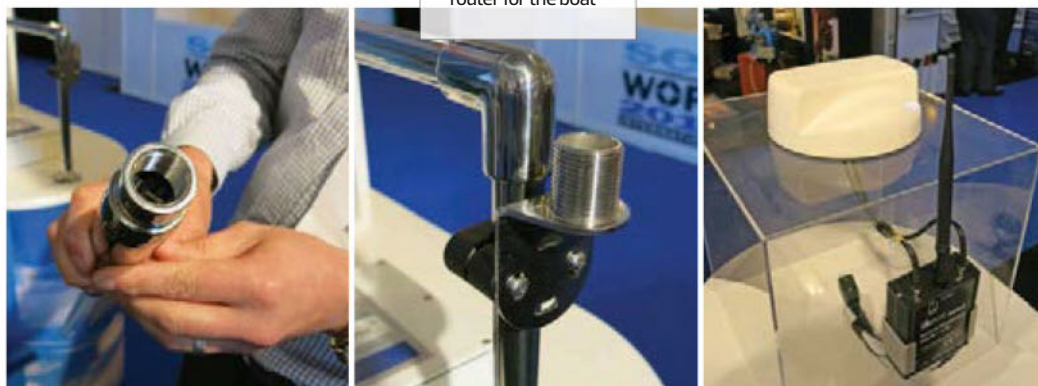
This is where a Wi-Fi booster comes in. An expert in this field is Ed Wildgoose, technical director of Mailasail, which specialises in getting boats online. "Wi-Fi boosters come in many shapes and sizes," he told *ST*. "It is important to understand how these aerials work, and particularly their limitations. Often, it is the

receiving shore station that may be a problem if you are not getting the signal you expect. Some aerials are also directional, a factor often overlooked by the user."

A hybrid system combines Wi-Fi and 3G, such as the US-produced Wave Wi-Fi, designed with simple connection for DIY installation. The system offers an average range of seven miles and the aerial screws into a standard VHF antenna base. "If your mobile can see four or five hotspots, Wave Wi-Fi will see 10 times that number," said Jim Weir of distributor Exmoor Technology. "You will also get a more stable signal."

The system is available in several guises, from a simple portable

**Left to right:** Wave Wi-Fi's stainless steel antenna screws onto a standard VHF mount; and connects to the MBR4G unit, which acts as a Wi-Fi router for the boat







### Line of sight

Idyllic anchorages may block ordinary cell phone signals, requiring a booster to a different hotspot

Southampton-based Landau installs its preferred choice of the LAN system, the HubbaX from LTE, and Locamarine Wi-Fi router. Both work on much the same principle as the Wave Wi-Fi system, boosting a signal ashore via a powered aerial.

Landau claims that both systems can have ranges of up to 30 miles in ideal conditions, and said that a customer who likes to anchor in a Greek Bay where he could only get one intermittent bar on his phone was now reporting a steady three.

Such systems typically cost less than £1,000, and EU legislation means that roaming costs are coming down. Sailors can have full Internet access in the Med for an average tariff of around €3 a day.



### IRIDIUM 9555

This mobile sat phone will provide basic voice and text messaging for about 75p/minute. This no-nonsense handset will cost £816 inc VAT

## Satellite links

Once land has dipped below the horizon, the satphone comes into its own, but be prepared to pay for the privilege. The entry-level equipment here is the Iridium 9555 – not much bigger than an old Nokia mobile handset (see left). It allows voice calls and texts, and can be hooked up to a laptop via a USB port to receive weather forecast maps as GRIB files. There is not enough bandwidth to view web pages, but it is a cost effective system because it charges per minute of call time. It's a tough, no-nonsense piece of kit that will work anywhere on the planet, including the poles, thanks to a constellation of 66 individual low-Earth orbit satellites.

To surf the web, though, you'll need to step up to something like the Iridium Pilot, which uses a large,

antenna and hub to the full MBR4G kit. The 'sweet spot' is about 3m above the deck for the best compromise between antenna height and signal loss through the cable run. The antenna cable then connects to the MBR4G router, which functions just like your domestic router.

"Our customers report great results up to 4-5 miles from the mainland, with both Wi-Fi and cellular," Weir added. "Results are more patchy when cruising the Greek Islands, but this is no surprise when you consider the terrain."

## SATELLITE SMARTPHONE

The one piece of kit that had everyone at the recent Sea Works show excited was the new Iridium Go, a portable hub device that turns your smartphone into a sat phone. The compact base station contains its own battery and has a pop up aerial. It is essentially a satellite-backed Wi-Fi hotspot, giving you global access to services from a GPS position and check-in message, right up to email and web browsing. Cleverly, the hub configures emails to minimise connection time, blocks pop-ups and compresses web pages for faster download speeds. The power demands are minimal, but it has proved so popular that dealers are having trouble getting hold of stock. The base unit starts at just under £600, and a typical package price for the kit with 500 minutes of voice or 1,000 minutes of data is £1,059 from Ashbury Sat Comm.





# **PROVEN RELIABILITY AND PERFORMANCE**

**THE BEST MATERIALS**



**THE BEST VALUE**

**PERSONAL SERVICE**

**ATTENTION TO DETAIL**

**CREATE YOUR OWN COLOUR**

**SCHEME AT** [www.crusadersails.com](http://www.crusadersails.com)

**WE TAKE THE RESPONSIBILITY**

**FOR MEASUREMENTS**

**SPARS & RIGGING WORLDWIDE**

**FURLEX**  **SELDÉN** **Z SPARS** 

**DESIGNED AND MADE IN THE UK**

**WORLDWIDE DELIVERY AND SERVICE**

**RING OR EMAIL FOR DETAILED  
PRICE AND SPECIFICATION**



**CRUSADER SAILS** The Sail Loft Hatch Pond Road Poole UK BH17 0JZ  
Tel: +44 (0) 1202 670580 E-mail: [info@crusadersails.com](mailto:info@crusadersails.com)



mushroom-shaped antenna stuffed full of small upright aerials. The unit is tough and robust, as it doesn't need to physically track the satellites, and offers three voice lines and up to 134Kbits/second of data, which is relatively slow by modern standards. But for operating absolutely anywhere, it is a cost effective solution with no moving parts.

For greater bandwidth, the market really opens up, with a number of providers available to supply both the hardware and the airtime. At this level, you'll need a tracking antenna, which locks on to the constellation of geostationary satellites to give coverage from 76°N to 76°S. The system is known as Fleet Broadband, and each antenna is sized for the data transfer rates. The FB500 dome, for example, can achieve rates of 450Kb/s.

"Fleet Broadband needs a clear view of the sky," said Paul Comyns, VP of antenna-maker Intellian Technologies. "The system has a dedicated SOS function, and so connects you directly with a search and rescue co-ordination centre. You also have your own unique phone number, in any country you choose that has a Land Earth Station. Anyone phoning you will pick up the bill at the usual international rate, wherever you happen to be within the satellite's footprint."

Then there's the VSAT system,



Intellian's Paul Comyns poses with a cutaway of a VSAT dome

whose antenna can move through three axes, allowing it to lock on at the extremes of the footprint, and when the yacht is moving around in bad weather. "VSAT is really intended for the larger yacht market, where owners need streaming capability. The subscription fees are high, but access is pretty much unlimited."

### Satellite internet costs

To send or receive large amounts of data, most providers charge around US\$1 per MB, and the average monthly usage is around 2GB, or

US\$2,000. People who need this type of service are better to select a wide bandwidth option with unlimited access for a set monthly fee, so there are no surprises. The data rate is dedicated to your boat, so if you choose unlimited access at a rate of 1Mb/s, that is what will be beamed to your yacht, however many other subscribers are anchored nearby.

Cheaper rates can also be had from satellites nearing the end of their operational lives, said Comyns. "They start to wobble, so connection becomes more difficult for high data

## GETTING THE RIGHT EQUIPMENT

**You don't need a hi-tech boat to benefit from satellite links, especially as the equipment is become smaller and more portable with every generation. So long as you have a stable 12V DC supply, basic sat comms are easy to obtain and relatively affordable to run.**



SIBS  
STAND  
G037

Companies like Mailasail provide very useful online information to help guide buyers to the right equipment for the right application



For rugged dependability, the Iridium Pilot is easy to fit with no moving parts, although the data speeds are low. Coverage is truly global



Tracking satellite domes require more power, but are still lightweight. This one was on the aft deck of Alan Priddy's *Lively Lady*



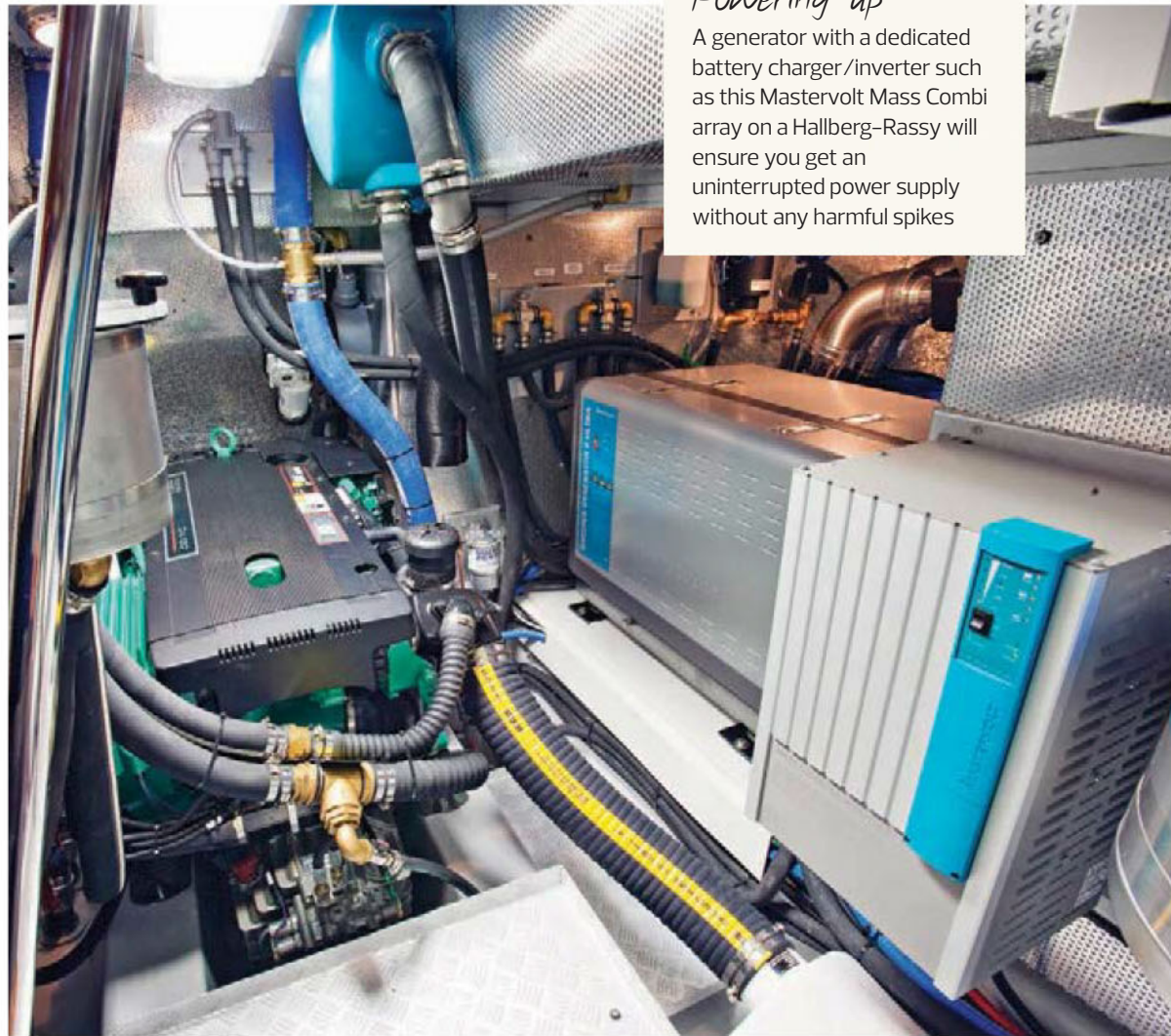
applications, but more basic functions, such as voice calls, remain relatively straightforward, so your service provider can offer reduced rates."

Prices for the hardware vary between manufacturers, but a typical price for an Inmarsat Fleet Broadband FB250, supplied as a complete kit, is £8,398 inc VAT from Mailasail. An Intellian VSAT V110 Ku-band setup will cost £38,995 inc VAT from Cactus.

## Power demands

Whilst satphones and Wi-Fi boosters generally use small amounts of DC battery power, larger domes are more power hungry. This is especially true if they have to keep moving in unsettled conditions, and their current draw varies from 3A to 5A at 12V, or an average of 35W. The VSAT systems are all AC powered, and as they are usually found on vessels above 50ft, the boat's AC generator takes care of business.

Domestic items like chargers, printers, monitors and scanners also usually need 240VAC, and preferably from an uninterruptible power supply without any spikes. Your floating office set-up must therefore be able to provide that kind of power, either from a shore connection, or



### Powering up

A generator with a dedicated battery charger/inverter such as this Mastervolt Mass Combi array on a Hallberg-Rassy will ensure you get an uninterrupted power supply without any harmful spikes

## DOWNLOAD SPEEDS

Data transfer rates vary between downloads and uploads. You may be able to download from a satellite at perhaps 4Mb/s, but can only upload at 150Kb/s.

These rates are set by the service provider, and usually assume that you will want to receive a lot more data than you transmit.

However, many contractors, especially survey vessels who need to upload large data files, have greater upload rates than downloads.

Basically, don't just accept what you are given – talk to your service provider to tailor the package to your needs.

via an inverter or generator. A combined inverter-charger can be a good solution. It will help flatten out power supplies for delicate electronics in the on-board office, but it also has other functions. Look for a product that can filter shore power to protect against spikes or troughs, and switch instantly to battery power in

### HOW DO YOU STAY ONLINE AFLOAT?

Get in touch with our experts!

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

event of a failure. There are several on the market, but a good option is Mastervolt's Mass Combi Ultra, which also monitors batteries to avoid excessive drain.

## The future

New technology is greatly improving global connectivity whilst driving down prices. One of the new satellite systems, for example, is using so-called K-band frequencies to offer a download service of up to 50Mb/s. Currently there are three of these new second-generation satellites in service, with more planned. "They will offer more bandwidth with a much higher throughput," Intellian's Comyns said. "The pricing will also be structured differently."

Growth in marine broadband is being fuelled by the availability of new Ka-band satellites



**ABOUT THE AUTHOR** Jake Kavanagh is a freelance marine journalist specialising in business topics



# NESTAWAY

*Boats that fit*

## Sailing Tenders, Summer Fun

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.



### 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.



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

Below: **DinghyGo 275 sailing inflatable**.  
Inset: also makes a practical motoring tender

### 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).



**MORE  
INFO**

**NESTAWAY**  
*Boats that fit*

[www.nestawayboats.com](http://www.nestawayboats.com)  
Tel: 0800 999 2535

**SEE US AT SOUTHAMPTON BOAT SHOW**



# NASA- MARINE INSTRUMENTS



CLIPPER DEPTH £155.00



CLIPPER WIND £230.00



CLIPPER LOG £155.00



CLIPPER DUET £208.00



CLIPPER BM-1 £105.00



CLIPPER GPS REPEATER £120.00



TARGET DEPTH £105.00



PC NAVTEX USB £135.00



TARGET LOG £105.00



TARGET WIND £178.00



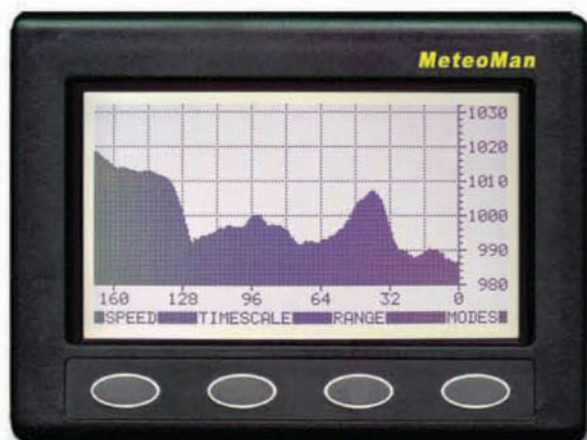
AIS ENGINE 3 £133.00



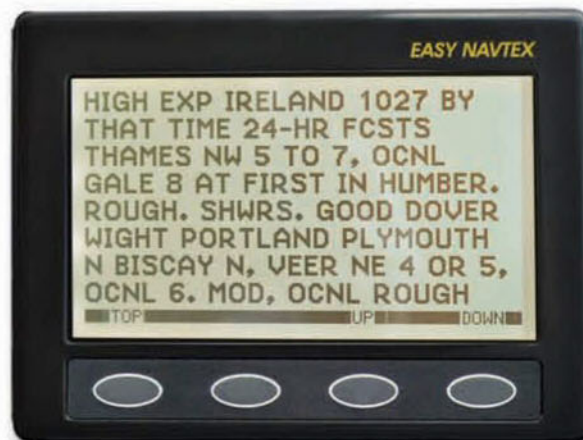
TARGET COMPASS £160.00



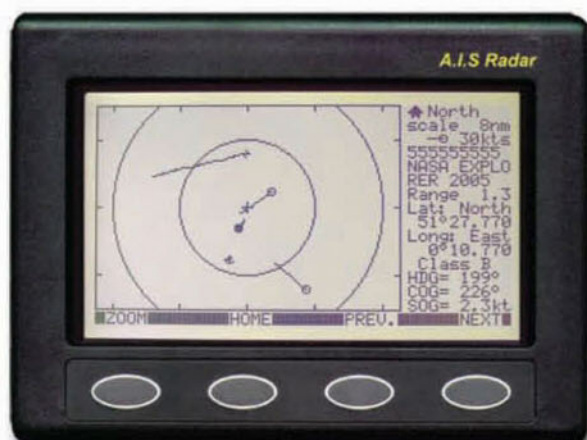
SEE THE ENTIRE NASA MARINE RANGE AT  
WWW.NASAMARINE.COM



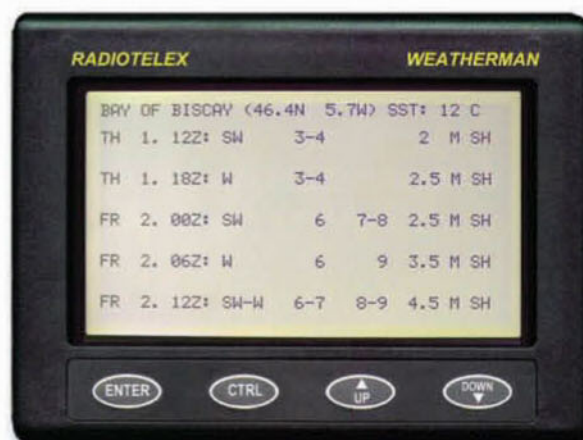
METEOMAN BAROMETER £145.00



CLIPPER EASY NAVTEX £285.00



CLIPPER AIS PLOTTER £269.00



CLIPPER WEATHERMAN £299.00



HF3/W SSB - COMPLETE WITH PC SOFTWARE  
FOR WEATHERFAX, RTTY & NAVTEX £235.00



MOBi - MAN OVERBOARD SYSTEM  
COMPLETE WITH 3 FOBS £285.00



20W SOLAR PANEL £119.00



CLIPPER BM-2 £129.00



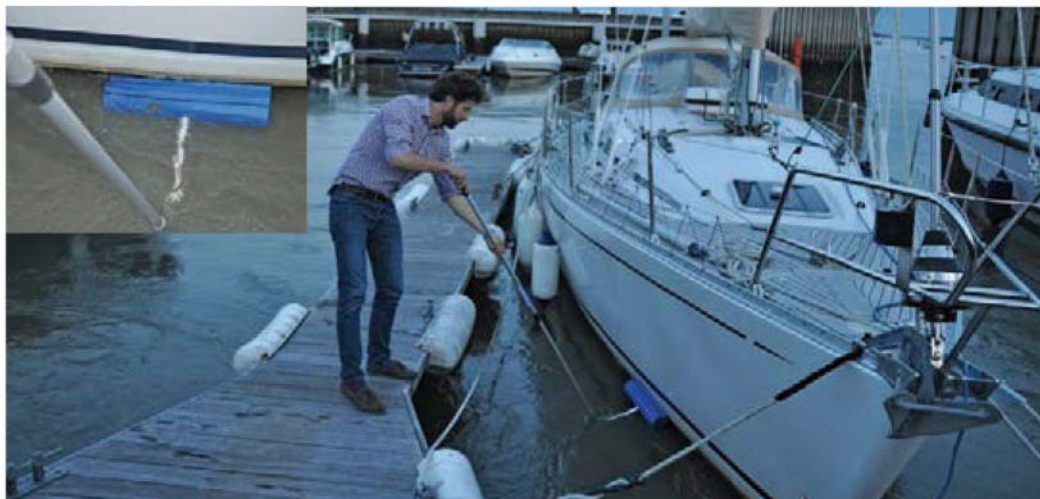
LED CABIN LIGHT £25.00

PRICES inc VAT



# TEST TANK

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



## Scrubbis

c.£63.50 (€80)

However good the idea behind this hull-cleaning product, my back was instantly put up by the vast acreage of PVC packaging (over one square metre) that you have to rip open then dump in a bin to head for landfill. What a waste.

Nevertheless, the idea here is simple. A long aluminium pole is attached to a

light foam scrubbing head with semi-rigid foils. The buoyancy of the head exerts 2kg of pressure on the underwater part of the hull as you use the pole to scrape it back and forth.

Scrubbis says it works best when used from a pontoon, which enables you to get a good angle right down to the

**Above left:** The Scrubbis is easy to use from the pontoon

**Above right:** The head cleans well but seems unlikely to last long

keel. From a dinghy on a moored boat, it is more difficult to handle. Scrubbis also claims you can fully clean the hull of a 30ft boat in just 20 minutes and recommends usage twice a month – ambitious for most of the sailors I know.

However, I found it effective against rapid fouling by Poole Harbour's vigorous plant life. Each stroke brought satisfying swirls of green-brown slime to the surface, and a few strokes cleaned back to the paint. It struggles against waterline algae (but what doesn't?) and against longer trailing weed. But if you follow the instructions, you should be cleaning before such weed establishes itself. I'm dubious about the claim that regular use of the tool can replace antifouling, however, and suspect the head assembly isn't that robust. *SF*

**VERDICT:** ★★★★★

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

## Gill Grip Gloves

from £5.60 + P&P

Top level dinghy sailors have long been using gloves similar in design to these from Gill. Usually, these are builder's latex gloves from hardware stores, so it was only a matter of time until sailing brands cottoned on to the concept.

As is clear from the name these gloves focus entirely on grip – at the cost of longevity and style. As any sailor will tell you, when handling ropes having a pair of grippy gloves is important, but it's not until wearing these for a sail that you realise quite how much energy is expended gripping ropes under any sort of load. It is not unusual for me to return from a sail



**Below:** The gloves are grippier than most on the market but do not last very long

with aching forearms but wearing these, the pain was all but eliminated.

The palms and ends of each finger are coated in an almost-sticky latex rubber which grips pretty much any material well, wet or dry. The fingers can be cut to length, for those who prefer fingerless offerings and the elasticated cotton material ensures a snug fit.

Some will look at the price of these and think they have hit upon a bargain, but be warned: they are designed to be almost disposable and will wear out after a few weeks of hard use at sea. With that in mind, they suddenly look like a relatively pricey option. *TH*

**VERDICT:** ★★★★★

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



## ODEO flare

£119.50

**Why would you** want an inflammable mixture of strontium nitrate, potassium nitrate and magnesium knocking round on the boat when you could have a simple battery-powered LED? That's the principle behind ODEO's handheld red "flare", which claims to outperform traditional pyrotechnic signalling devices on every count.

Its 21 diodes produce an all-round red light that comes 20° below the horizontal and all the way above it. The brightness is comparable to a pyrotechnic's 15,000 candela, but instead of lasting for 30 seconds, the battery will keep it going for more than five hours. When activated, with a simple twist of the knob at the base, the ODEO also flashes out an intermittent SOS message in Morse. This makes it much harder to mistake for a navigation light.

ODEO's designers have taken care to produce something that looks reassuringly similar to a traditional flare. I



can see the reasons for this, but I think they've missed an opportunity to specify a better grip, for example, and lashing points for fixing the flare.

The other problem is that the MCA does not yet recognise electronic flares as a safe replacement for pyrotechnics. *SF*

**VERDICT:** ★★★★★  
[www.odeoflare.co.uk](http://www.odeoflare.co.uk)

**Below:** The ODEO flare is too bright to look at directly or to photograph successfully!



## Seabung

£50

**Billed a leap** forward in "marina breach control", Seabung condemns the traditional wooden bung as being 200 years out of date. The product, which is designed in the UK and made in Rutland, is essentially a pair of flexible rubber pads on the end of bendy sticks, suited for plugging holes of 19mm to 63mm. The idea is that you can plunge it through almost any shaped hole, including through a seacock, where it will deploy under the hydrostatic pressure of the surrounding water.



**Below:** The Seabung didn't form a perfect seal and allowed water to enter slowly



I was wary of taking Seabung at its word by removing a hose from a seacock and testing it on my own boat. Instead, I plunged it through the fitting for the log, knowing I could quickly remove it and plug the hole if necessary. The flexible dome passed easily through the hole, but on the gentle U of the forefoot, it wouldn't form a perfect seal, and some water continued to enter, albeit at a much reduced rate. A bit of jockeying improved matters, but didn't eliminate water ingress totally. However, it slowed to a trickle that would have been easily dealt with by the bilge pump.

The manufacturers have video of the device plugging a through-hull while they remove and replace the seacock around it.

Ultimately, this is a useful tool to have aboard, and carefully designed, but it's not time to burn the wooden bungs quite yet. *SF*

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



NeverWet £24.95

**If you need** to waterproof something solid, NeverWet reckons it's got the answer. It is suitable for wood, metal, PVC, masonry, fiberglass, plastics and canvas, although it's not recommended for clothes (or for articles that are permanently immersed).

Application is via aerosol and requires two base coats, 15 minutes apart, and a top coat 30 minutes after that. After another half hour of drying, the surface is ready to repel water. The effect is startling: where water droplets normally form a bead, on a treated surface, they can get almost no purchase at all, and form near perfect spheres that roll off.



Something of a faff to apply, particularly to larger areas (a pack will only cover 1m<sup>2</sup>), the results are impressive. We can't be sure, but the manufacturer claims that the coating lasts well as long as it isn't abraded. For that reason, it's not suitable for areas that will be walked on. The other problem is that the product leaves a frosted finish particularly on metal or on darker wood. *SF*

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



## FRUITS OF WAR

JAKE KAVANAGH DISCOVERS THAT D-DAY WAS THE PRECURSOR TO TODAY'S NAVIGATION TECHNOLOGY

Radar sets have come down in price to the point where you can equip your vessel with a very competent piece of kit for less than £1,500, fully installed. Even the most basic of sets can 'see' to the horizon, and give you the range and bearing of any target in between. Tweak a few knobs (or let the set do it for you) and you can minimise the clutter caused by waves or rainsqualls. And the MARPA system, 'Mini Automatic Radar Plotting Aid' automatically analyses targets for their speed, course and the nearest point of approach.

How the planners of D-Day would have given their eyeteeth for such technology. But, as *ST* discovered on veteran motor launch HMS *Medusa*, what was prototyping back then – some of it barely beyond the theoretical stage – was fast-tracked to enable the invasion to take place.

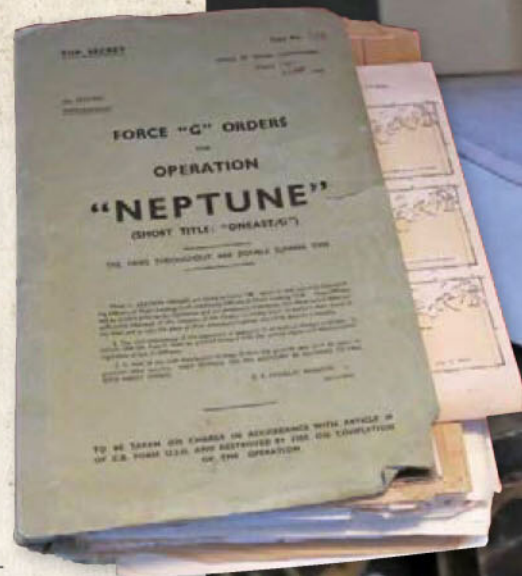
### Position fixing

On the eve of D-Day, wooden-hulled *Medusa* and several of her sister ships were tasked with sailing from Portsmouth to arrive at very precise positions off the German-laid minefield protecting the coast of France. The plan was to sweep two passages through the minefield for each of the invasion beaches, and once the passages were open, the launches would be used to mark the entrance to each one as the first assault waves passed through.

Precise navigation and the ability to stay on station would be critically important. To help Captain Maurice Liddiard and his fellow commanders that night was a system known as 'Gee' (or QH in naval terms), which is credited as being the world's the first hyperbolic navigation system. Three shore-based stations sent out a precisely timed electronic pulse, and by measuring the difference in time between each pulse's arrival, the vessel or aircraft could work out their exact position by using a chart overlay.

Gee was very accurate, but because the Germans were aware of it, the D-Day planners fully expected it to be jammed quickly. Instead, a top-secret system was developed called QM, and only 30 sets were available for D-Day. Despite trials in Canada and Scotland, it still hadn't been fully tested and no-one knew if it would be up to the job. However, it was hugely successful, and after the war it went on to become the basis of the Decca navigation system.

The next generation of Decca became the mainstay of coastal navigation for decades, even though it could still be fooled in certain atmospheric conditions. The principle remains the same with satellite-backed GPS. Electronic pulses are timed, nowadays with an atomic clock, and beamed from space, rather than from a string of terrestrial aerials. The receivers are now small enough to fit inside a wristwatch, and can provide a position with accuracy



*'To turn the radar you had to turn the entire boat'*

measured in metres, or even less with professional surveying kit.

### Spotting the enemy

Radar, which stands for Radio Detection And Ranging, was very crude in 1940, with equipment that was bulky, clumsy and not particularly reliable. HMS *Medusa* had a transmission aerial on each side of the bridge, and the only direction the radar could see in was directly ahead. To turn the radar to spot a target, you had to turn the entire vessel. Even so, her basic (but highly advanced for the time) type 286 set could detect a ship at up to 6 miles, and an aircraft at up to 20,



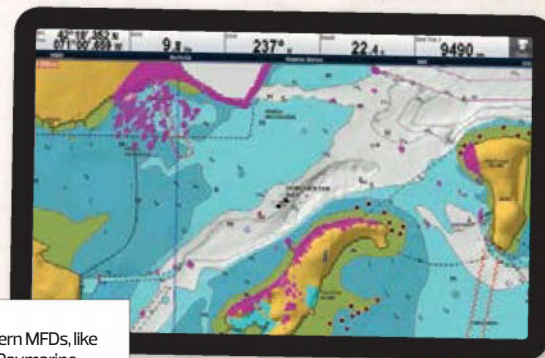
#### RADAR TODAY

**Digital:** The bare minimum these days  
**Broadband:** Navico's low power Frequency Modulated Continuous Wave set  
**HD:** Better image from more powerful data crunching  
**Super HD:** Even more processing power





Modern MFDs, like this Raymarine unit can overlay chart, AIS and radar data and split screens with forward-looking sonar



78T, and when it received the sweep from a friendly radar, it would send back the Morse letter D.

Modern yachts can return a strong 'ping' with a simple octahedral reflector, mounted high in the rigging, but a powered aerial such as the Echomax Active-X Radar Target Enhancer can give a return equivalent to more than 110m<sup>2</sup> of reflective material.

## Sub-finders to fish

Another piece of pioneering equipment on *Medusa* was the Type 134 ASDIC (an acronym for the Allied Submarine Detection Investigation Committee from WWI). Americans referred to this type of system as 'Sound Navigation And Ranging' and the term is now generic. Essentially, sound waves are projected from a transducer beneath the hull, and the time it takes for a reflection to return gives the target's range. Angle the beam, and you can also get a bearing.

Sonar has been refined into equipment that draws an impressive 3D image of the seabed, colour-coded to show shallow areas that could be a problem, and accurate enough to show the chain from a navigation buoy as it curves down to the seabed. Back in 1940, and relying on sound only, it required the ears of a skilled operator to differentiate between a U-boat, whale, thermal layer, or shoal of fish.

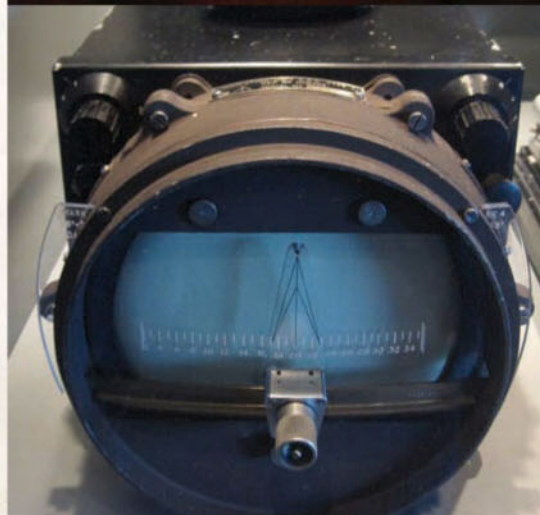
Sonar could also be set to hear passive signals, and during D-Day, undersea acoustic transmitters were placed in key locations by the navy so surface units could steer to them using their passive ASDIC.

We have much to thank the boffins from the Second World War for, not least our freedom. And though modern equipment is easier to use, you should still read the manual to avoid PICNIC problems (Problem In Captain, Not In Console).

although much depended on the skill of the operator. The screen was just a circular cathode ray tube with a line down the middle. The return echo would create a blip in the line to either the left or the right, denoting the target's aspect, and the distance along the line would be the range.

Combined with the radar was the Identification, Friend or Foe (IFF) system which allowed the radar to send an 'interrogative' signal to the target. If the target were friendly, it would send back a signal that would modify the echo accordingly.

*Medusa's* hull is made of wood, which along with the fibreglass hulls of today, gives a very poor radar return. In order to be picked up by the few working radars in use on D-Day, *Medusa* also carried the forerunner of the active radar transponder, or Racon. *Medusa's* kit was called the







### Raymarine CAM200IP

Raymarine MFD owners can now upgrade their multifunction display with video monitoring. Engineered for the marine environment, the CAM200IP is sold as a backup or docking camera. The camera can provide HD video to any Raymarine LightHouse II display.

- Contact: [www.raymarine.co.uk](http://www.raymarine.co.uk)
- Price: £595
- Southampton stand no: G153



# SHOW GEAR

TOBY HEPPELL BROWSES THE BOATING MARKET FOR THE LATEST GOODIES

### Sperry Topsider deckies

Sperry are not exactly known as a revolutionary brand but what they do, they do very well. These Gold Cup Authentic Original 2-Eye Boat Shoes (to give them their full name) look pretty good. Though at this price I might shy away from wearing them on the water.

- Contact: [www.sperrytopsider.co.uk](http://www.sperrytopsider.co.uk)
- Price: £150
- Southampton stand no: Various



### International marine film

International Paint will be showing off its temporary scratch repair system, MarineFilm. The product protects the hull and can be removed by applying heat.

- Contact: [www.international-marine.com](http://www.international-marine.com)
- Price: £12
- Southampton stand no: G101

### Crewsaver Ergofit Extreme lifejacket

The Crewsaver Ergofit Extreme lifejacket has been developed in conjunction with race skipper Ian Walker and is certainly at the higher end of the Crewsaver range. Unique features include a dual buckle system, and side waist adjusters uniquely designed to ensure swift donning.

- Contact: [www.crewsaver.com](http://www.crewsaver.com)
- Price: c£300
- Southampton stand no: G104



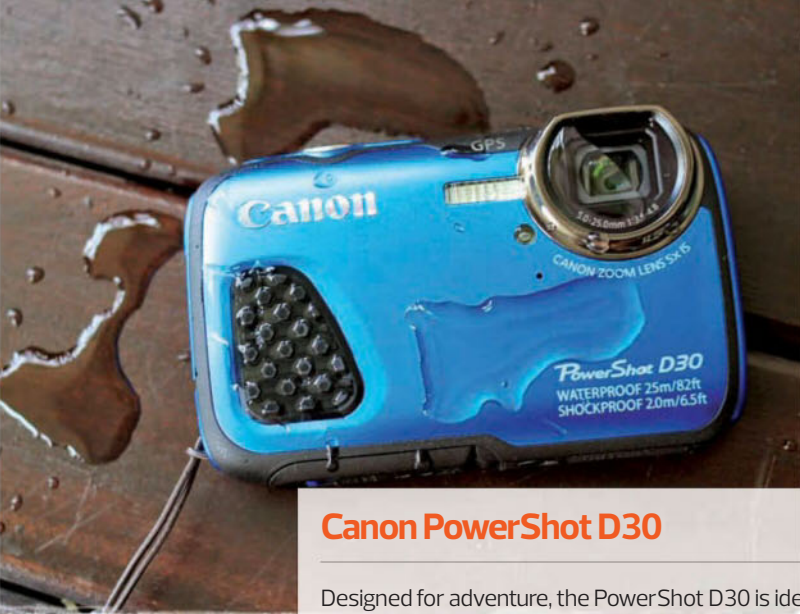
### Marlow D2 Grand Prix 78

Developed for both cruising and racing, this new rope from Marlow offers minimal creep, thanks to its dyneema core. The lack of stretch makes it the perfect rope for halyards requiring minimal re-tensioning. It comes in a range of colours to help identify which rope is which.

- Contact: [www.marlowropes.com](http://www.marlowropes.com)
- Price: From c£10.65 p/m
- Southampton stand no: G114







### Canon PowerShot D30

Designed for adventure, the PowerShot D30 is ideal for daring adrenaline seekers – capable of shooting underwater action at depths as low as 25m – with superior image quality, giving striking natural colours even in low-light conditions.

- **Contact:** [www.canon.co.uk](http://www.canon.co.uk)
- **Price:** £295



### Hudson Wight

Hudson Wight burst onto the clothing scene last year and has made significant inroads. This year we will see an updated look and the new HW1 smock. We look forward to putting this through its paces.

- **Contact:** [www.hudsonwight.com](http://www.hudsonwight.com)
- **Price:** £225
- **Southampton stand no:** B012

### Musto EVO

Although not specifically designed with the cruising sailor in mind, we were particular fans of this Evo sunblock, zip neck polo, which has a weave structure producing sun protective properties.

- **Contact:** [www.musto.com](http://www.musto.com)
- **Price:** £40
- **Southampton stand no:** Various



### WhisperPower charger/inverter

This new WhisperPower charger/inverter allows you to run 230V equipment, such as kettles, computers and TVs, from the on board batteries. Or, when connected to shore power or a 230 V generator, the built-in three-stage charger will quickly recharge the batteries.

- **Contact:** [www.whisperpower.com](http://www.whisperpower.com)
- **Price:** £1,153.20
- **Southampton stand no:** G071

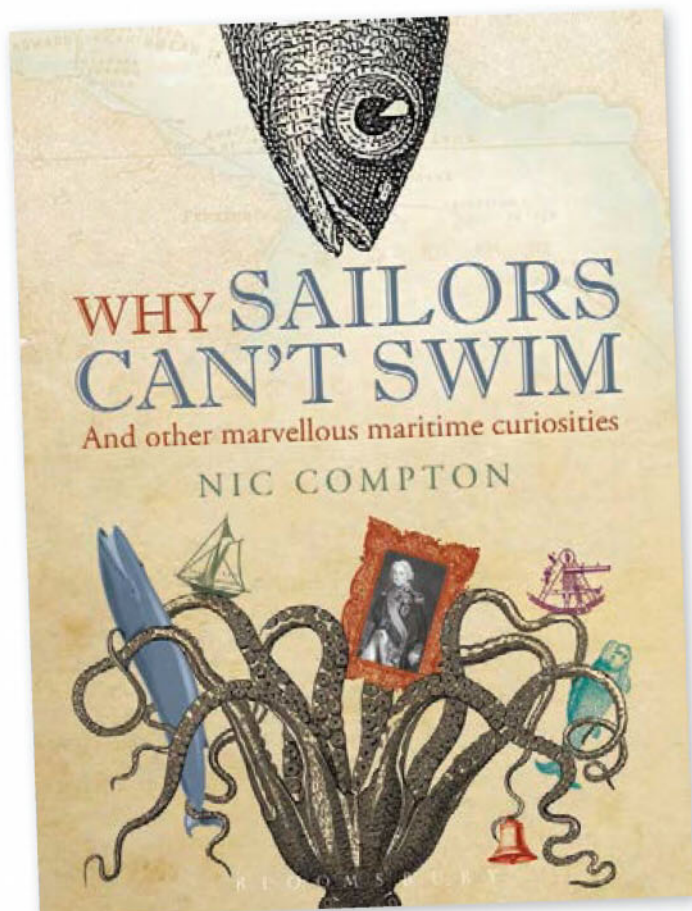
### Moven cooker

We are yet to be convinced this is an entirely good plan. The Moven takes hot water from your engine cooling system and uses it to heat the water in the thermally insulated oven (or water bath). In theory this means that you can drop in vacuum-sealed meals and raw meats to cook during your journey.

- **Contact:** [www.movenuk.com](http://www.movenuk.com)
- **Price:** from £450
- **Southampton stand no:** F029







## Why sailors can't swim

Compiled by ex-editor of *Classic Boat* magazine, Nic Compton, this book, actually titled *Why sailors can't swim and other marvellous maritime curiosities* is a better read than I first feared. Of course, there is little that can be done within the 'interesting stories and titbits' format, but at least here they are interesting stories.

It might seem that referring to something as a 'loot book' is a slight on its quality but in this instance it seems the most apt description. It is enjoyable to jump straight into and read for 2 minutes or half-an-hour.

There is not, however, a great deal here to sustain interest for long. It is a god little read, but should you put it in your loot be prepared to replace it in fairly short order.

It should also be noted that the book is a mixture of folklore and fact often sitting next to each other. There is nothing inherently wrong with this and it is clear what is what, but I found it curiously jarring. *TH*

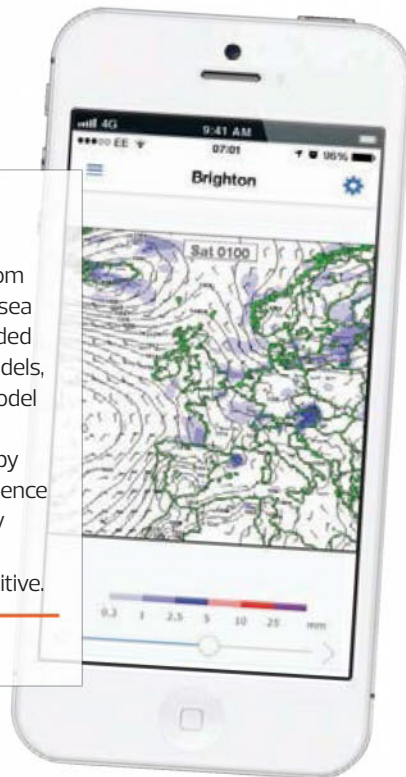
**Verdict:** One of the more interesting examples of a sailing miscellany book we have come across. It is, naturally, far from ground breaking but is diverting enough in its own way.

- **Publisher:** Bloomsbury
- **Author:** Nic Compton
- **Price:** £10

### Predict Wind app

This forecasting programme lays out options to view a range of forecasts from wind and rain, through wave state and sea temperature. The wind forecasts provided are Predict Wind's own proprietary models, and you may choose between their model based on the CMC data or on the GFS, allowing you to assess likely accuracy by comparing the two. Thus far my experience of the modelling has been impressively accurate. My only niggle was that I occasionally found the interface unintuitive.

► **Price:** Various. Basic free



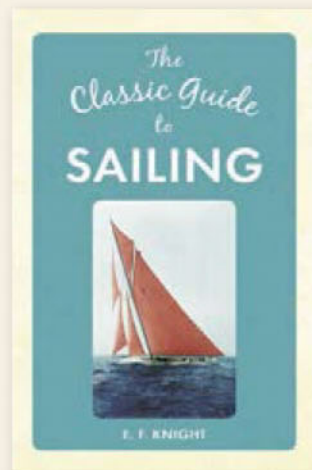
## TIME OUT

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

### THE CLASSIC GUIDE TO SAILING

EF Knight, whose 1902 book *Small Boat Sailing* is the basis of this reissue, was a 19th /20th-century yachtsman and adventurer whose works were respected sufficiently to appear on the fictional shelves of the *Dulcibella* in *The Riddle of the Sands*, and the *Goblin* in Arthur Ransome's *We Didn't Mean to Go to Sea*.

This *Classic Guide* demonstrates how much and how little the art of sailing has changed in the last century or so. The basic principles are concisely covered, and while you may not need to know how to heave the lead, or convert a former ship's lifeboat, these and other everyday aspects of sailing in the Edwardian era are entertainingly described. *PW*



**Verdict:** Presented now as a nostalgic novelty, the *Classic Guide* is nevertheless a welcome reissue, and might tempt readers to pick up Knight's autobiographical accounts, such as the *Cruise of the Alerte* and *The Falcon on the Baltic*.

- **Publisher:** Amberley
- **Author:** E. F. Knight
- **Price:** £9.99



BART'S  
BASH!



THE LARGEST SAILING  
EVENT IN THE WORLD



**21ST SEPTEMBER 2014**

FIND OUT MORE ABOUT THIS SPECTACULAR EVENT AT  
**BARTSBASH.CO.UK YOUTUBE.COM/BARTSBASH**

'BRING ON THE 21ST SEPTEMBER' - **JIMMY SPITHILL**

'THE BIGGEST RACE OF ALL TIME' - **SIR BEN AINSLIE**

'A GREAT RACE BETWEEN CLUBS WITH A LOT OF GREAT SAILORS' - **ROBERT SCHEIDT**

'EVERYONE, EVERY CLUB, LET'S GET OUT THERE AND CELEBRATE THIS GREAT MAN' - **IAIN PERCY**

'★★★★★' - **LOÏCK PEYRON**

FOLLOW US ON TWITTER: @BARTSBASH FIND US ON FACEBOOK: FACEBOOK.COM/BARTSBASH



## SOLO SAILING

**PART II** GEORGIE CORLETT LOOKS AT SAFETY AND HOW TO ORGANISE LIFE ABOARD FOR A SINGLEHANDER

In the last issue, I spent the day looking at boat selection for singlehanders with the Artemis Offshore Academy, which aims to train a British sailor to win the Vendée Globe race. This time, four young Artemis academicians give tips on setting up the boat for the routines of life at sea, alone.

Stepping into the belly of the Beneteau Figaro II favoured by AOA is a lesson in stark minimalism. Bilge boards, lockers, even the galley are deemed unnecessary. Cruisers will opt for a much more comfortable compromise. In terms of lay out and stowage, accessibility is key. “Think carefully about what equipment you might need and where you need to reach it from,” advises Robin Elsey.

The Figaro’s engine controls, nav lights control panel and VHF repeater handset, are all easily reachable through the cabin hatch, eliminating the need to clamber below. By using an iPad in a waterproof case as a repeater for the MFD (via the boat’s own Wi-Fi system), nav can be checked from deck.

### Boat handling

Effective single-handed boat handling is all about routine and preparation. “There are a lot of tasks to remember with only one of you on board, so I find it really useful to carry out the same routine every time you turn a corner,” says Richard Mason. Give yourself plenty of time, and have the

steps clear in your head in advance. Set everything up accordingly, with all control lines in place. Alan Roberts says: “Unlike with a crewed boat, the greatest difference is that manoeuvres

*‘Simplify your systems wherever you can’*

need to be slowed down to allow more time for a single person to do all the jobs required.”

Robin says: “Practice all your manoeuvres so you are confident carrying them out solo, in all conditions. Remember that an area like the Solent presents very different sailing conditions to the open sea. Be realistic. If you find yourself in 25 knots with the spinnaker and your course is to gybe, it makes sense to drop the kite, gybe (or even tack) and then re-hoist the kite, rather than to risk a gybe that might go wrong.”

### At night

Lights at night can be your best friend, but also your worst enemy. Whilst it’s great to have the boat fully illuminated during manoeuvres, turn off torches or deck lights as soon as you settle the boat down in order to make the most of your night vision. If your eyes have particular difficulties adjusting between light and dark, consider fitting red lights, particularly below decks, and use instrument dimmer switches.

Routine and planning are key but don't become tied to pre-made plans

“You work about three times slower at night,” says Robin. “It’s better to take the time to properly prepare rather than risk something going wrong, and have to spend even more time putting it right. Do as much as possible in advance – put on extra clothing, lifejackets, prepare easy-to-grab food and drinks, double check your nav.”

Music keeps you alert and can provide motivation, making sure you are relaxed but still mentally switched on. The advice from all the Academy sailors is to sleep when the boat can sail itself. Plan when to sleep. If you

BRIAN CARLIN





## Safety tips

### Top on board must-haves for soloists

- ▶ Carry a PLB at all times
- ▶ Wear a lifejacket at all times, with one spare
- ▶ Lifelines running the length of the boat
- ▶ Tether points – immediately outside cabin, near to helm position
- ▶ Liferaft secured with single rope retainer and painter attached to boat, knife nearby
- ▶ Swim ladder – the most likely way a solo sailor will be able to get themselves back on board
- ▶ High guardrails and stanchions

know that 40 knots is on the way, you're not going to be able to sleep in that – but you can sleep in advance.

Most importantly, don't overlook the need to sleep regularly – if you skip too much sleep, you start to make bad decisions. More than an hour or two is unrealistic; most solo sailors will sleep in a series of mini-naps, waking frequently to check instruments and scan the horizon. The Academy sailors average just 10-15 minute naps every hour or two. The further from traffic you are, though, the longer you are likely to be

able to get away with before your proximity alarm rudely awakens you!

## Eating

Eating small but regular meals with a high nutritional content is key, even if you don't have an appetite, and whenever possible, treat yourself to a hot meal. Don't be constrained by the traditional timetable of breakfast, lunch and supper. If you know you are approaching bad weather, eat as far in advance as you can, to avoid nausea.

Stay away from caffeine and sugary snacks that will cause you to 'crash'



# Catch the Sun...

...with Marlec's tried and tested solar power solutions

## Benefits include:

- ▶ Power always available when you need it
- ▶ Keep batteries fully charged and topped up for free
- ▶ Run all your on board comforts and safety features for longer
- ▶ Save money on expensive fuel
- ▶ Reduce emissions and your carbon footprint

Speak to one of our friendly wind and solar experts now to discuss your on board battery charging needs using the latest quality solar panels from SunWare, BP Solar and Spectra.



For more information call us today on +44 (0) 1536 201588  
[www.marlec.co.uk](http://www.marlec.co.uk)

Powering sailor's energy requirements for over 30 years, naturally

# LINE-A-SURE®

NON-AGGRESSIVE GRAPPLING HOOK FOR DOCKING WATER CRAFT  
A MUST FOR SHORT-HANDED YACHTSMEN

Get your first line ashore easily from your helm, with or without crew

Floats so perfect for aiding MOB recovery and retrieving lost equipment

Goes beyond the reach of any boat hook

Strong, durable and folds flat for storage

Great for picking up mooring buoys

Gets your first line secured easily



ORDER DIRECTLY FROM  
[www.line-a-sure.co.uk](http://www.line-a-sure.co.uk)  
or call 01858 434545

£69.95  
OR 2 FOR £99.00  
WITH FREE POSTAGE

PATENT: GB2471340

PROUDLY MADE IN GREAT BRITAIN



Unfolded 3-blade propeller

Folded 3-blade propeller

Jeanneau has approved Flexofold - for the Jeanneau 57

APPROVED BY JEANNEAU

Jeanneau 57

info@flexofold.com . +45 7555 4346 . www.flexofold.com

## allGadgets Marine

Sales & service telephone  
01395 22 77 27

Helpful service, sensible prices. Order online or by phone  
Prompt despatch for wide range of stock items  
Non-stock items usually available on short lead times



STANDARD HORIZON

See website for latest offers and to order online  
[www.allGadgets.co.uk](http://www.allGadgets.co.uk)



## AUTOPILOTS VS WIND VANES – THE DEBATE

Those sailing longer passages tend to favour wind vanes, where direct responsiveness is less the priority. Whereas an autopilot steers to a compass bearing, a wind vane holds its course relative to the wind; it cannot be set up to take you through a tack or gybe, and needs the sails to be balanced before it can take over. It does however, lack the electronic complications of an autopilot, and is therefore much more

robust, and easier to repair if needs be. It's quieter to run, doesn't draw power, and a wind vane can also double as an emergency rudder – useful if you are far from help.



Many cruising soloists favour a more responsive tiller pilot close to land. The main consideration then becomes the level of built-in intelligence, making it able to adapt to conditions, as well as its ability to stand up to the extremes of rudder loading. Autopilots can steer a course relative to the apparent wind, and can be controlled via a wireless remote on the arm from anywhere on the boat.



BRYAN CARLIN



and instead opt for foods that provide long-term energy. When cruising, weight saving isn't a priority, so, tins, pasteurised wet pouches and pre-prepared food in tupperware are fine – as Robin testifies, the freeze-dried options don't rate very highly in the taste stakes, particularly if you get the ratio wrong when adding the water!

Eating, reading, watching movies, and listening to music are all good ways to stave off the tedium of a long passage. Keep a diary too, or rig up a waterproof camera, such as a Go-Pro, so you can capture on board footage of your voyage.

Prioritise your personal wellbeing. Plan ahead and make sure you have

## *'Prioritise your personal wellbeing. Plan ahead'*

the right clothing on board. Alan says: "I wear Seal Skinz socks and hat; not having wet feet and keeping your head warm and dry makes a huge difference; over a period of time this can really ruin your spirit and even your health."

### Problem solving

"You have to be ready at all times to resolve anything that comes your way," says Sam Matson. Standard training for the Academy sailors includes sea survival and a medical course for solo sailors. All the sailors agree that the main benefit of training is that you will have thought through scenarios before you ever have to face them, and thus tackle the situation more calmly.

"Routine is key," says Alan. "Whether that's routine for tacking, charging the engine or fixing problems, if you have a clear thought process laid out, you can avoid losing time panicking or worrying."

"Know your boat inside and out so that you can trace the source of any problem quickly," says Richard. "Before you panic and rush to solve it, take care to ensure the rest of the systems on board are working as well as they can be. This should give you a bit of time to think of a solution. Make sure that once you start the job you can see it through to the end. There's nothing more annoying and

time consuming than being distracted because you haven't, for example, set up the autopilot correctly, or you have to tack away from the coastline."

If it's a failure with the autopilot itself, a simple and effective fix is to tie the tiller off in the centre, or more experienced sailors may be able to set up a self-sheeting system.

Pack plenty of spares – from shackles and ropes to a spare rudder and spinnaker pole. Robin says: "Even before you set out, have redundancy plans in place in case things go wrong. Carry spares. We have several GPSs on board that are independent of each other, including a handheld back up. We have paper charts, laminated, with contingency plans already worked out. Keep a log so that you can always refer back to your last known position."

It goes without saying, stay on top of your maintenance; that way you can prevent potential problems even before you set off. As Robin sums up, "Most of solo sailing is down to good seamanship, not rocket science!"

**ABOUT THE AUTHOR** Georgie Corlett is a keen sailor and coach, who has sailed for 20-plus years on boats of all types

Top right: Eat small but regular meals.

Above right: Ensure safety gear is quickly accessible

Below: Sleep in short naps waking regularly to scan the horizon



FLIPO MAXIME





## NESTAWAY 9FT CLINKER

**LOA:** 9ft (2.7m)

**Beam:** 4ft 3in (1.3m)

**Sail area:** 36sqft (3.3m<sup>2</sup>)

**Nested height:** 4ft 10in x 30in (1.47m x 0.76m)

**Weight:** 50kg (110lb)

**Price:** from £3,100 – as tested £3,800

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

## 9FT CLINKER STEM DINGHY

I must confess that I was a little dubious when I first laid eyes on the two halves of Nestaway's 9ft clinker dinghy. The bow section slots nicely inside the stern half, you see, giving rather the impression of one of those Russian dolls.

With a deal of grunting, we lugged each half the 100 yards to the pontoon and a transformation began to take place. Nestaway founder Ian Thomson says it's doable one-up, but I think this probably applies only to shot-putters and rugby players. You can just hook the bow over a shoulder, but not the stern, which weighs 30kg. In fact, there are comely teak handles on the hull of the stern section which double as little bilge keels when she's afloat.

The two halves slot loosely together courtesy of a pair of hooks that align the hulls bulkhead-to-bulkhead while you hand-fasten four large stainless steel bolts. Rubber washers form a watertight seal where the water squeezes up between the two halves.

She's easy to launch and rig – a simple 10ft mast that slots through a hole and onto a pin. The yard is kept tight to the mast by a clever routing of the halyard and, once it's up, a downhaul on the boom is tightened. "Being a lug rig, the luff tension is about as important as the sheet control," Ian explains.

A surprisingly long centreplate (6in/3ft - 15cm/0.9m draught) helps her go to windward, while a well designed rudder means that a pump of the tiller will send the blade down or fold it back up. OK, so we moved faster under oars than sail, but that's not the boat's fault. Launching from Berthon Marina, who had kindly donated the use of one of their pontoons, I was so far up the Lymington River that barely a breath of wind made it down to sea level,

although Windexes were quivering on mastheads all around me.

So I can't say I really put her through her paces, but then again, it's unlikely you're considering a 9ft clinker dinghy for pace and handling. These boats are fun to muck about in for the children and stable enough for two adults as a tender (three rowing). They're easier to set up and launch than a Tinker Tramp, sail better than a DinghyGo (see review ST198) and she looks better than both.

"I sell most of them as toys," says Ian, "but sometimes as tenders for larger boats to stow on the foredeck. Because of the cut out, you can usually still open the forehatch and it makes a rain cover."

The boat is well finished with teak gunwales and stainless fittings. Ian designed it after a course at the Lyme Regis Boat Building Academy six years ago and has it built in Weymouth. He's been amazed at the interest in his boats. There's already an 8ft stem dinghy, a 14ft and 16ft three-parter, an 8ft pram dinghy (with a much lower profile for lashing to the foredeck) and he's considering an 11ft clinker. 🌟

**Above:** Stable enough for two with lots of built-in buoyancy

**Below left:** The sheet horse makes a useful strap

**Below:** With the bulkhead under the thwart, the only time I noticed the join was when I tried to stow the oars along the sole

## VERDICT

**Ransome-esque fun** in a small boat that would work as a nesting tender on a larger yacht or as a toy to launch from the car.

**SAILING:** ★★★★★

**ROWING:** ★★★★★

**ASSEMBLY:** ★★★★★





**SPEEDSEAL Life**  
Award winning Bearing Encased\*



**DOUBLE  
IMPELLER  
LIFE**

**RUN-DRY  
SAFETY**

Upgrade  
kits available  
01372 451992  
www.speedseal.com

now on military,  
rescue & lifeboats

**Traction Made Beautiful...**  
The High-Performance Non-skid coating system.



**Vitesse**

Unit E4 Fort Wallington, Fareham, PO16 8TT  
sales@vitessemarine.co.uk www.vitessemarine.co.uk/kiwigrip

01329 232360

**perilla**  
*for the finest British Alpaca socks*



[www.perilla.co.uk](http://www.perilla.co.uk)  
tel: 01886 853615

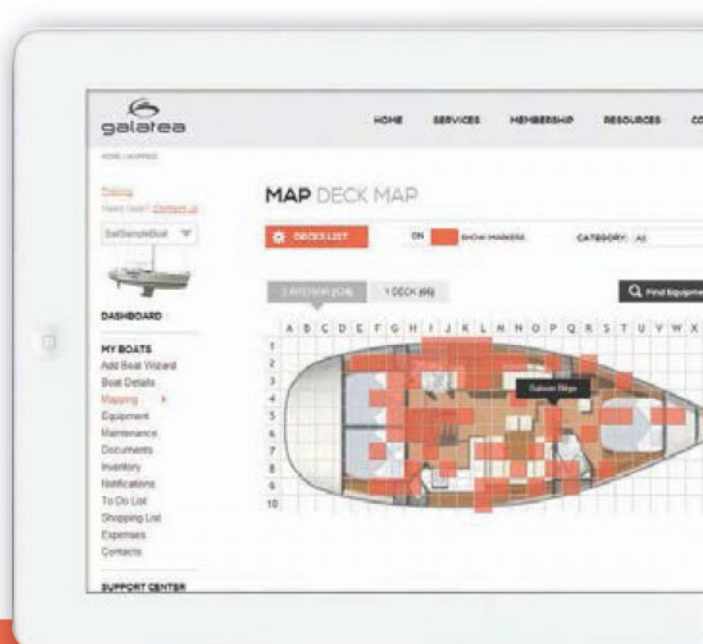


## THE BEST BOAT MANAGEMENT TOOL JUST GOT BETTER

Now available for iPad so you can  
access your boat's information  
offline, wherever you are.



Also available in  
French, German,  
Italian and Spanish



To have us document your boat for you call:

The Netherlands: +31 207 956 600  
 UK: +44 207 206 7217  
 Germany: +49 800 664 5358  
 France: +33 359 814 207  
 Spain: +34 935 452 383

Italy: +39 0236 269 587  
 Greece: +30 211 198 4043  
 Turkey: +90 212 375 5239  
 Israel: +972 180 9431608  
 Other EU: +44 207 206 7217

Email us: [sales@teamgalatea.com](mailto:sales@teamgalatea.com)  
get your free-trial of myboats at:  
[www.teamgalatea.com](http://www.teamgalatea.com)



# Riding Light



**COLIN JARMAN** TUT-TUTS ABOUT NOISY DOMESTICS ON BOARD, PONDERES THE SUITABILITY OF SPADE RUDDERS FOR CRUISING BOATS AND ENJOYS JUST SPENDING TIME ON THE MOORING

## Chinese whispers

I hate it when a boat enters an anchorage, approaches a mooring, heads for a marina berth, goes through a sail change or sets a cruising chute with the crew and/or skipper shouting instructions or arguing. Particularly arguing, it's embarrassing.

For any such activity, it's imperative that everyone knows what they are to do and, perhaps even more importantly, what they are not to do. For example, do not hoist the chute until signalled to do so; do not try to hang onto a buoy if you can't without endangering yourself.

What no-one needs is to be shouted at – wife, husband, son, daughter or paid hand. There is no situation that it helps. It is not difficult to arrange signals between foredeck crew and helmsman, whether they are to indicate the direction and distance of a mooring hidden from the helmsman or to agree how much chain to veer before setting the anchor.

Have all your discussions in the cockpit, before anyone goes forward, and reach agreement, remembering that human safety is paramount. I usually insist to anyone about to pick up a buoy for me or take a line ashore “don't if you can't”. Better to make a second attempt than have someone injured or in the water.

## Strong enough!

In the last few months there have been several incidents in which yachts have lost their rudder or keel. Some of these have led to loss of the boats and some to loss of life amongst the crews. Each is a tragedy. Each offers lessons. My question is simple. Are modern, mass production yachts being built sufficiently strongly in these particular areas?

Modern rudders are generally of spade type, held into the boat solely by the stock – often a tube not a solid shaft. Should they be supported by a skeg? The clear answer, to my mind, is that a boat used for anything more than inshore, day sailing should definitely have a skeg-hung rudder – and, may I say, I speak as the owner of a little cruising boat with a spade rudder that looms large in my mind at all times when I'm afloat. In serious weather it would be a constant and justifiable worry.



COLIN JARMAN

*'Picking up a mooring requires good communications, not Chinese whispers.'*

Keels are now built with the narrowest of cords (fore and aft measurements of the fin above the ballast bulb) giving the least possible area of attachment to the hull. Is this good engineering? Go back to wooden boats

with full keels and, unless the keel bolts failed in sufficient numbers, the ballast didn't break off. It was the same for GRP boats designed along wooden boat lines.

It seems to me that too much attention is given to copying racing boat designs for cruising boats. Surely it's time for boatbuilders to get their designers to return to good cruising boat design that ensures constructional integrity and crew safety? No one expects a family car to look like an F1 car, nor to perform like one – although it would be nice to have an F1's safety features – so why expect a family cruiser to look like an Open 60?

## Just to be there

Not to put too fine a point on it, it was blowing old boots. The sun was showing signs of trying to break through the gloom, but it was clearly not the day to be going sailing. Still, I'd booked the time off, I'd made a flask and packed a sandwich, so it seemed a shame not have a bite of lunch and simply enjoy being on board.

The ride out to the boat was a trifle damp with spray breaking off the wave crests and hurling itself unkindly at my glasses, which were soon hard to see through, but the wind was clean, fresh and invigorating. The white-streaked creek was beginning to sparkle and all of the moored yachts were tugging at their moorings, as if to say, “come on, let's go”. It was tempting, but in the end I hunkered down in the cabin and poured myself a coffee.

In the end, it was a glorious few hours of just being afloat, pottering about the boat, checking the moorings and the sail lashings, trying to ignore the fast-growing weed around the waterline and generally enjoying myself – just being there.

## YOUR VIEW

**Are spade rudders suitable for offshore cruising boats?**

 [www.facebook.com/SailingToday](http://www.facebook.com/SailingToday)  
 [www.twitter.com/SailingTodayMag](http://www.twitter.com/SailingTodayMag)  
 [editor@sailingtoday.co.uk](mailto:editor@sailingtoday.co.uk)

**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)





# 0151 207 2860

**NORWEST MARINE LIMITED**

LIVERPOOL - 0151 207 2860 IMMINGHAM - 01469 576 795

Unit 43, Wellington Employment Park, Dunes Way,  
Liverpool L5 9RJ. Email: [info@norwestmarine.co.uk](mailto:info@norwestmarine.co.uk)

## [www.norwestmarine.co.uk](http://www.norwestmarine.co.uk)



**LIFERAFT SALES • SERVICE • HIRE**



## Maintenance

- ▶ Keep the valve clean and free from sand or grit
- ▶ Solvent cleaners and oils should not be allowed into the valves as these can cause the rubber elements to deteriorate
- ▶ If a valve leaks, first check that the large nut around the assembly is tightened to 20Nm
- ▶ Repair kits include a spindle, spring and diaphragm, but repair is fiddly – make sure the tube is fully deflated first

ILLUSTRATION: PIERRE HERVE

### Quick fix

If your tube is leaking, check the seal between valve and fabric as well as the valve itself. If the valve is leaking, a temporary fix can be achieved by using the cap as a secondary seal

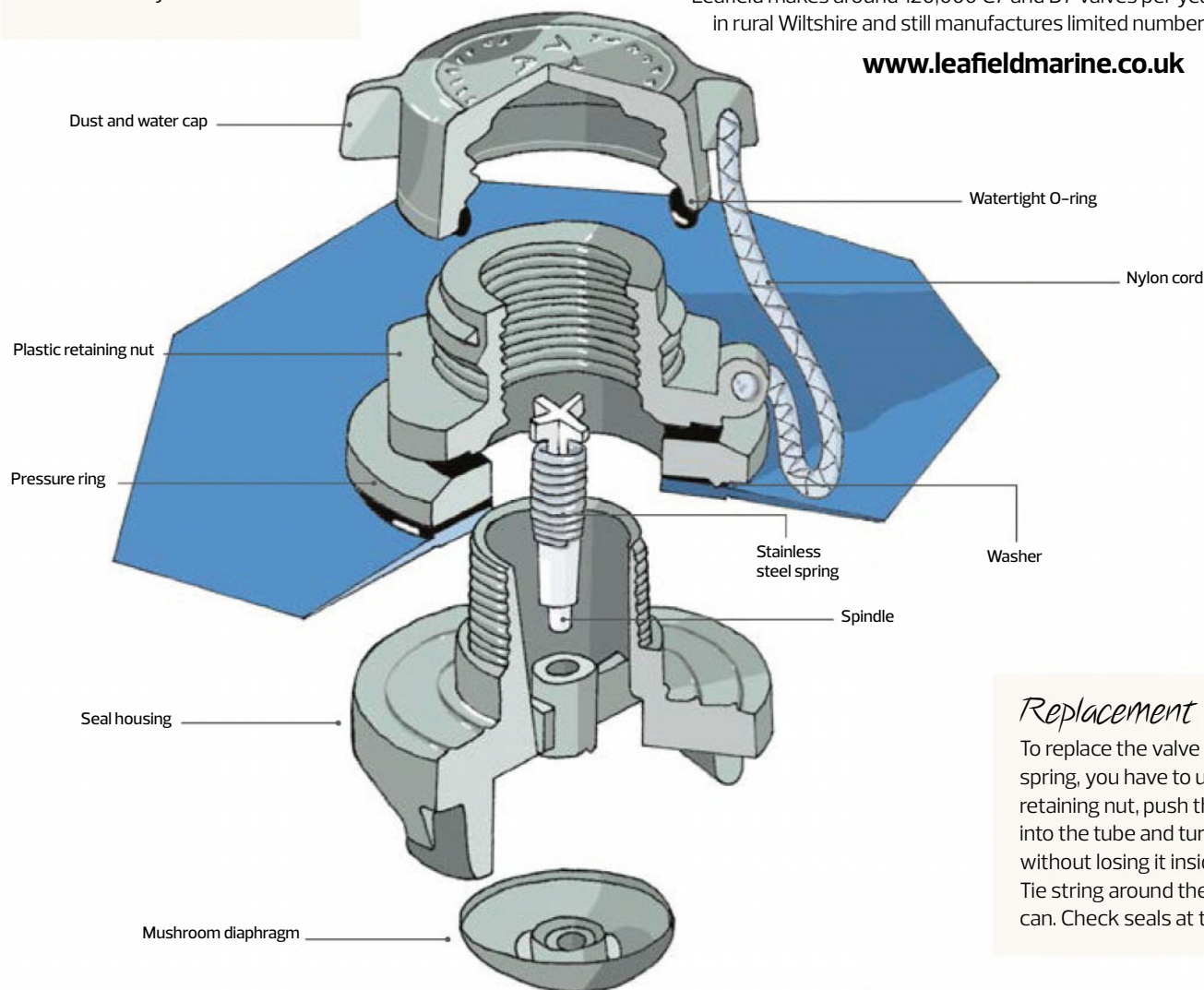
## A7 DINGHY VALVE

The ubiquitous dinghy valve is in fact a British creation. First manufactured in 1973 by Leaffield Marine, the A7 valve, seen here, was used in early Avon inflatables, as well as in Zodiacs and other competitors. It was designed almost by chance because an early director of Leaffield enjoyed sailing.

**As anyone who** has ever owned an inflatable tender of a certain age will know, these valves work well, but are exceedingly awkward for the uninitiated to service themselves. For that reason, the simpler C7 valve superseded the A7, with a lower, curved profile and a hidden strap.

Today, the D7 valve has improved on the design by increasing the inflation/deflation speed and adding an O-ring seal to the mechanism to reduce the risk of leaks. It also has a shorter profile, which is suited to inflatable floors. Leaffield makes around 120,000 C7 and D7 valves per year from premises in rural Wiltshire and still manufactures limited numbers of A7 valves.

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



### Replacement

To replace the valve diaphragm or spring, you have to unscrew the retaining nut, push the seal housing into the tube and turn it round – all without losing it inside the inflatable. Tie string around the housing if you can. Check seals at the same time





# BATES WHARF

southern ltd

## **Beneteau Oceanis 440**

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

**£75,000**



## **Oyster 56**

1998 Year Model. A Superb Blue Water Cruiser, Yanmar 4JH4-THE 110hp (2008). New Standing & Running Rigging, New Kemp Sails, Raymarine P70 & i70 Displays, Garmin GPSMAP 5015 & Integrated HD Radar, Raymarine Satellite TV Receiver, Selden Hydraulic Operated Headsail, Staysail, Gooseneck Drive & Backstay. Lying Eastbourne.

**£425,000**



## **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**



## **Island Packet 440**

A Luxury Blue Water Cruiser, 2007 Year Model, Long Keel, Wheel Steering, In-mast Mainsail Furling, Yanmar 4JH4 75hp Diesel Engine, Bow Thruster, Electric Windlass, Raymarine Auto Helm, Raymarine E80 Dual Station. Lying Eastbourne.

**£285,000**



## **Beneteau Oceanis 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**



## **Bavaria 40 Cruiser**

2008 Year Model, 3 Double Cabins, Deep Fin Keel, Twin wheel steering, In-Mast Mainsail, Volvo Penta Sail Drive 38hp Engine, Electric Anchor Windlass, Raymarine Chart Plotter, Tri Data Instruments, Auto Pilot, ICOM VHF & Webasto Heating. Lying Brighton

**£89,950**



## **Beneteau First Class 7.5**

2005 model year Beneteau First Class 7.5 racing yacht. inventory includes outboard engine two mainsails, two roller genoas and an asymmetric spinnaker. Lying Eastbourne.

**£14,500**



## **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**



## **Iclander 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

**£49,995**



## **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.

**£16,000**



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

**BATES WHARF  
SOUTHERN,  
LET US HELP YOU FIND  
YOUR PERFECT BOAT.**

Bates Wharf Southern Ltd  
3A Harbour Quay,  
Sovereign Harbour,  
Eastbourne,  
East Sussex BN23 5QF

Call: 01323 470 066

[boatsales@bateswharfsouthern.co.uk](mailto:boatsales@bateswharfsouthern.co.uk)



**BENETEAU** agents from  
Chichester Harbour to Dover



Chris & Craft

BAYLINER





# DEACONS

MARINA & BOATYARD

FOR BOATS BEING LIFTED  
DURING WINTER 2014/15

WINTER  
PACKAGE DEALS

Boat length	6-6.9m	7-7.9m	8-8.9m	9-9.9m	10-10.9m	11-11.9m	12-13m
2014/15 Winter Package Deal	<del>£699</del> £776	<del>£806</del> £896	<del>£914</del> £1015	<del>£965</del> £1135	<del>£1066</del> £1254	<del>£1168</del> £1374	<del>£1344</del> £1493

To include lift out & scrub off, 3 months ashore & Launch

Prices include VAT

Terms & conditions apply

20 TON HOIST

20 TON BOAT MOVER

YACHT CRADLES

FULL SERVICES AVAILABLE

Boat collection on River Hamble

Deacons Boatyard, Bursledon Bridge, Southampton, SO31 8AZ

Tel: 02380 402253 E-mail: [info@deaconsboatyard.co.uk](mailto:info@deaconsboatyard.co.uk)

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



Visit us on marina berths M340 and M350-54 at the PSP Southampton Boat Show  
12th - 21st September



NEW  
MODEL



NEW  
RANGE



NEW  
MODEL

Plus! **J/70** **J/88** **J/122E**

Hamble Point Marina, Southampton 02380 455669 [info@keyyachting.com](mailto:info@keyyachting.com) [www.keyyachting.com](http://www.keyyachting.com)

New and used boat sales, berthing, aftersales services





## Retreat Boatyard

RETREAT DRIVE, TOPSHAM, EXETER EX3 0LS

Email: [lynn@retreatboatyard.co.uk](mailto:lynn@retreatboatyard.co.uk)  
 Web: [www.retreatboatyard.com](http://www.retreatboatyard.com)  
 Tel: 01392 874 720 / 875 934  
 Fax: 01392 876 182



Just 5 mins from Junction 30 of the M5 Motorway  
**AMPLE FREE PARKING**

**Chandlery**  
 Shipwrights  
 Engineering  
 Electronics  
 Craneage  
 Moorings  
 Storage  
 Brokerage  
 Osmosis Treatments  
 Interspray Centre

Main Dealer:



Agent:



**Moody 41 1983**  
 fin keel £49,950



**Hunter 272 bilge keel**  
 1991 £13,950



**Orkney Fastliner 19**  
 1990 c/w Yamaha F50  
 yr 2004 & trailer £6,950



**Matilda Robert Tucker**  
 20ft 1982 Lift Keel  
 £3,000

Colvic 22 work boat needs attention has Beta engine £3,750

Hurley 20 bilge keel £2,350

Slender 20 yr 2004 Honda 4 fin keel c/w trailer £4,750



**Cygnus Cyfish 1985 2 x**  
 Volvo AQAD41 200hp in/  
 diesel. Has been reduced  
 from £78,000 to £49,950



**Rossiter Pintal 27 1964**  
 Wooden bilge keels  
 £16,500



**Westerly Konsort 28'**  
 launched 1980, bilge  
 keel £16,950



**Westerly Centaur 1974**  
 bilge keel £5,950

Opening times Mon-Fri 8am - 5pm: Sat 9am to 1pm

Out of hours brokerage by appointment only.



Michael  
**Schmidt**  
 & Partner

YACHT BROKERS



Great brokerage displays  
 and used boat shows  
 that lead the way

stop press

Record breaking boat shows &  
 increased buyers drive sales -  
 call now for brokerage deals  
 the length of the UK

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

A selection of the sail and power boats we offer...



Dehler 47 - 2007

£197,500



Jeanneau Sun Fast 37 - 2001

£54,950



LM Vitesse 33 - 1994

£49,950



Bavaria 33 - 2005

£53,950



Farr 50 Pilot House - 2000

£285,000



Bavaria 37 - 2000

£44,950

Sold

## James Dickens Marine Ltd



**2000 Southerly 110 HUGE spec,**  
 Bow prop, new rig, sails, etc afloat  
 Hythe, see website. £109,000



**1995 Solaris 36 Catamaran**  
 one owner from new. VERY nice  
 order £69,950



**1990 Moody Eclipse 43**  
 Superb pilothouse cruiser.  
 BIG spec. Hythe. £119,000



**Nauticat 42 1997 Huge spec.**  
 See website. Ashore Southampton.  
 £187,000. Similar Boat



**Jeanneau 42 DS 2007**  
 Little used, popular twin wheel set-up.  
 VIDEOWALK on website. £105,000



**1989 Gibsea 312 Plus Yanmar 2GM**  
 Nice order good kit, ready to sail.  
 Hythe £26,000

SEE "VIDEOWALKS" ON WEBSITE

Tel: + 44 (0) 2380 841100 Mobile: 07733 886018

Email: [sales@jamesdickensmarine.com](mailto:sales@jamesdickensmarine.com)  
 Hythe Marina, Southampton

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



contact us now at your local office...

**Hamble Point:**  
 02380 455 714  
 SO31 4NB

**Windermere:**  
 01539 447 700  
 LA23 3HE

**Kip Marina:**  
 01475 529 975  
 PA16 0AS

**Rhu Marina:**  
 01436 821 606  
 G84 8LH

SHORE & PONTOON SALES | COMPETITIVE SALES PACKAGES | MULTI MEDIA MARKETING







Simply  
the best...

## Learning Navigation just got easier...

Our RYA approved online sailing courses are now supported by more video tutorials, more graphics and some great technical advances. Study for your RYA theory qualification the modern way – online, at your own pace, in your own time with full one-to-one support.

Our unique Splash application allows tutors to monitor progress and communicate using our own secure message system. This proactive support gets you to your goals easily and comfortably. Get the best value available – all the Splash extra books and plotter tools included and shipped by courier for your fast start!



Get instant access. Sign up online today!

**[www.splashseaschool.com](http://www.splashseaschool.com)**



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

Enjoy the Last of the Summer Sailing

## YACHT CHARTER GREECE & THE CARIBBEAN

- Bareboat Charter • Skippered Charter
- Assisted Sailing • RYA training courses
- Yacht ownership schemes



- We are family run • All yachts are in excellent condition
- Yachts from 30 to 56 ft • Dinghy & Outboard included
- Go sailing on the day of arrival • Wifi available on board
- Why not Indulge yourselves on a luxury Skippered charter



**[WWW.SAILIONIAN.COM](http://WWW.SAILIONIAN.COM) | [INFO@SAILIONIAN.COM](mailto:INFO@SAILIONIAN.COM) | 0800 321 3800**



# Discover a world of sailing with Kiriacoulis



Stand J062

First for sailing holidays in the Mediterranean. The finest yacht charters at the best value for money.

Charter in Greece, France, Turkey, Italy, Malta, Croatia or the Caribbean.

**MAIN UK AGENTS**  
**Nautilus Yachting**  
 The Watermill, 87 High Street, Edenbridge, Kent TN8 5AU  
 t: 01732 867445 e: charter@nautilusyachting.com  
 www.nautilusyachting.com

**Tenrag Yacht Charters Ltd**  
 Tenrag House, Preston, nr. Canterbury CT3 1EB  
 t: 01227 721874 e: info@tenrag.com  
 www.tenrag.com



**KIRIACOULIS**  
 MEDITERRANEAN  
 www.kiriacoulis.com

## Nautilus Yachting



WORLDWIDE  
 BAREBOAT  
 AND FLOTILLA  
 HOLIDAYS

sailing holidays  
 your way



Stand J062

Great yachts at the  
 best prices throughout  
 the Mediterranean and  
 the Caribbean

Friendly flotillas  
 in Greece,  
 Turkey and  
 Croatia



call 01732 867 445 | www.nautilusyachting.com

GREECE | CROATIA | TURKEY | FRANCE | MAJORCA | ITALY | ANTIGUA  
 BRITISH VIRGIN ISLANDS | GRENADINES | SEYCHELLES | THAILAND

**pinnacle  
 yachts**  
 Ionian Yacht Charter

## BEAUTIFUL GREEK ISLAND SAILING

Sail the Ionian Islands on one of our well  
 equipped and maintained yachts  
 Fully licensed for bareboat and skippered charter

Professional, friendly service

Tel: 0030 6947 040767

www.pinnacleyachts.co.uk

info@pinnacleyachts.co.uk



**SETSAIL**  
 HOLIDAYS

## Flotilla & Bareboat Yachts in Turkey

www.setsail.co.uk

email: boats@setsail.co.uk tel: 01787 310445



visit [sailingtoday.co.uk](http://sailingtoday.co.uk)



**HOYLAK SAILING SCHOOL**  
**MERSEYSIDE**  
**5 DAYS OR 2 WEEKEND THEORY COURSES**  
 Dayskipper • Coastal Skipper  
 Yachtmaster Offshore • Yachtmaster Ocean  
 STCW95 MASTER <200gt  
**ONE DAY COURSES**  
 Diesel Engine • First Aid • VHF  
 Radar • MCA Sea Survival  
 RYA Evening Classes begin in September  
**Courses available in the Riviera**  
[www.sailorsworld.co.uk](http://www.sailorsworld.co.uk)  
 MARINE HOUSE, 88A MARKET STREET,  
 HOYLAK, WIRRAL, MERSEYSIDE CH47 3GD  
 0151 632 4664

**Classic Boat** **YACHTS & YACHTING**  
 Summer on the sea  
 Cowes Week  
 Youth champions  
 Tag on the water  
 Don't miss our sister titles  
[chelseamagazines.com](http://chelseamagazines.com)

**Sail away with Solent Yacht Charter International**  
 incorporating Haslar Sea School and Victory Yacht Charter  
 Quality yachts required to join our busy UK charter fleet  
 • Solent Sailing  
 • Sea School  
 • Corporate Entertainment  
 • Charter Management  
 • Explore the opportunity of charter income to offset the cost of yacht ownership  
 For the latest information on prices, special offers, new boats and more just log on to  
[www.solentyachtcharter.com](http://www.solentyachtcharter.com)  
 Email: [info@solentyachtcharter.com](mailto:info@solentyachtcharter.com)  
 Call: 023 9260 2708 to make your booking

**ON-LINE THEORY**  
**DAY SKIPPER**  
**COASTAL / YACHTMASTER**  
**£295.00**  
 Learn at Home On-line  
 Day Skipper and Yachtmaster Theory Courses.  
 Full Tutor Support - Course Materials - Free Theory Clinic  
 FREE PLOTTER AND DIVIDERS WITH DAY SKIPPER THEORY COURSE  
 On-line and Classroom Combined Course also Available  
 12th - 21st September Southampton Boat Show J065  
[www.commodore-yachting.com](http://www.commodore-yachting.com)  
[training@commodore-yachting.com](mailto:training@commodore-yachting.com)  
 02392 504443 / 07971 290589

**GET READY FOR THE SEASON**  
**Own Boat Tuition**  
 Dinghies - Ribs - Keelboats  
 Yachts - Sail Boats - Motorboats  
 Hayling Sea School - RYA Training Centre  
 Tel: 02392 460 888 / 07834 786 491  
[info@haylingseaschool.co.uk](mailto:info@haylingseaschool.co.uk)  
[www.haylingseaschool.co.uk](http://www.haylingseaschool.co.uk)

**100% PROFESSIONAL**  
 Sailing Holidays in La Gomera  
 "Experienced, professional and a great balance of learning and fun." - John  
 La Gomera CANARY SAIL  
 Superior Service ✓  
 Outstanding RYA Training ✓  
 Amazing Location ✓  
[www.canarysail.com/viewQuotes.jsp](http://www.canarysail.com/viewQuotes.jsp)  
 email: [info@canarysail.com](mailto:info@canarysail.com) Tel (UK): 01252 837648

**TOP YACHT**  
 TURKEY UK  
 MEDITERRANEAN BAREBOAT  
 CARIBBEAN SKIPPED  
 PACIFIC CREWED  
 ASIA SAILING COURSES  
 Visit Our New Website  
 02392 347655  
[www.top-yacht.com](http://www.top-yacht.com)





**sailingholidays.com®**

**020 8459 8787**

*Relaxed flotilla sailing holidays in the sunny Greek Islands*

October  
Half Term  
holidays from  
**£495**  
per person



ABTA  
ABTA No Y5647



FULL FINANCIAL PROTECTION



*Escape...*

with

**SUNSCAPE**  
YACHTING

**01737 300805**  
sunscapeyachting.co.uk



**FLOTILLA AND BAREBOAT CHARTER**

TURKEY | GREECE | CROATIA | SARDINIA | SICILY | BALEARICS

Small, friendly flotillas | Sail-and-Stay holidays | Learn-to-Sail | Gulet and Yacht cruises

See us at the  
Southampton Boat  
Show stand J083

**SEAFARER**

CRUISING & SAILING HOLIDAYS

**FLOTILLA SAILING  
BEACH CLUB HOLIDAYS  
& YACHT CHARTER**

**GREECE • TURKEY • CROATIA • CARIBBEAN**

Scan here for



discount voucher

**TOP QUALITY  
BEST PRICES**



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



**0800 496 4670**

**MALTA  
SAILING ACADEMY**  
Sail and Power Courses



Landline: (00356) 21 496 496

Email: [info@maltasailingacademy.com](mailto:info@maltasailingacademy.com)

Website: [www.maltasailingacademy.com](http://www.maltasailingacademy.com)



## ANTIFOULING

### THE ORIGINAL SOFT ABRASE SYSTEM

Safely removes old antifoul and paint etc, with no damage to gelcoat. Dry grit blasting also available. Gel Peeling and epoxy coating service.

**Symbblast.com**

Tel: 01202 387289  
07957 655978

## BOAT SHARE

### Yacht Fractions Ltd

(est.1991)

The Yacht share specialists.  
Shares for sale used and new boats  
New boats supplied for private or shared  
or Charter management  
Bavaria, Beneteau, Jeanneau.  
UK and Med.

[www.yachtfractions.co.uk](http://www.yachtfractions.co.uk)  
01326 374435

visit [sailingtoday.co.uk](http://sailingtoday.co.uk)

## ENGINES

A R PEACHMENT

UK Distributors for  
Nanni Diesel, Lofrans'  
and Max Power



Visit us at the PSP Southampton Boat Show (F023) and  
view the range of Engines, Windlasses & Bow Thrusters



Tel: 01603 714077  
[www.peachment.co.uk](http://www.peachment.co.uk)



## BOAT YARD SERVICES

### Hayling Yacht COMPANY



### THE SOUTH'S LEADING OSMOSIS CENTRE

USING 5 HOTVAC MACHINES. FASTER, MORE EFFECTIVE  
TREATMENTS WITH AN OPTIONAL FULL 5 YEAR GUARANTEE.

**CALL 02392 463592**

EMAIL: [INFO@HAYLINGYACHT.CO.UK](mailto:INFO@HAYLINGYACHT.CO.UK) VISIT: [WWW.HAYLINGYACHT.CO.UK](http://WWW.HAYLINGYACHT.CO.UK)

## ENGINES

# BETA MARINE

**10 to 150 hp** - 14 very smooth, multi-cylinder, heat exchanger  
cooled engines

**We offer you the best**, compact, reliable engines  
at very competitive prices!

**Easy engine replacement**, we can supply special engine  
feet designed to fit your boat

**Engineered in the UK**, at Beta Marine in Gloucestershire,  
we welcome your visit

**Installation**, buy through our dealer network for an installation  
package - see our website for dealer listings, or contact us

**5 Year 'Self Service' Warranty**

*The Yachtman's Choice*

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

Tel: 01452 723492 Email: [sales@betamarine.co.uk](mailto:sales@betamarine.co.uk)





## INSURANCE

SEE US AT PSP SOUTHAMPTON BOAT SHOW 12 - 21 SEPTEMBER ON **STAND F022**

**Solent:** 13.30 hrs 04/08/13  
**Wind:** 15 knots gusting 26 knots, SSW  
**Weather:** Clear, good visibility  
**Boat:** Elan 410 - GBR 8410 "Flair V" with owner Jim Macgregor  
**Event:** Cowes Week - Day 2, Western Solent  
**Keith Lovett:** Haven Knox-Johnston's Business Production Manager on-board IRC Class 3 winner sailed and helmed by Olympians Katie and Lucy Macgregor



Together we've got it covered

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



11 Tower View, Kings Hill, West Malling, Kent ME19 4UY. Haven Knox-Johnston is a trading name of Amlin Underwriting Services Limited. Authorised and regulated by the Financial Conduct Authority

## BEDDING

**DRY-Mat®**

Stops Condensation  
 Build-up Under Mattresses  
 Tel: 08704 464 233

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

## FITTING OUT

SOLVE YOUR SEALING PROBLEMS

**SEALS+DIRECT**

- Hatch and door seals • Window rubbers
- Rubber and PVC Fender • Edge trims
- Extrusions • Adhesives • Hoses,
- Plus lots more

FREE fully illustrated catalogue.

Please visit our website or call

**0845 226 3345 or 01425 617722**

Seals+Direct Ltd, Unit 6, Milton Business Centre, Wick Drive,  
 New Milton, Hampshire BH25 6RH  
[www.sealsplusdirect.co.uk](http://www.sealsplusdirect.co.uk)

## LIFE RAFTS

**LIFERAFT  
 AND EPIRB  
 HIRE**

GOTO



Send for our FREE info pack and depot list

**0800  
 243673**

[www.liferafts.com](http://www.liferafts.com)[info@liferafts.com](mailto:info@liferafts.com)

Fax: 01621 785934

**LIFERAFT & DINGHY  
 SERVICING**

Liferaft House  
 Burnham-on-Crouch  
 Essex CMO 8TE

THE WORLD'S LARGEST  
 DEDICATED LIFERAFT  
 HIRE COMPANY

## INSURANCE

**Boating on a Budget?**  
**PLEASURECRAFT INSURANCE**  
**from**  
**Traffords**  
**LIMITED**

[www.traffords-insurance.co.uk](http://www.traffords-insurance.co.uk)

Competitive Premiums

Installments Available

Independent Family Business

Telephone: **01525 717185**Fax: **01525 717767**Email: [info@traffords-insurance.co.uk](mailto:info@traffords-insurance.co.uk)

Traffords Ltd, 7 Doolittle Yard

Froggall Road, Amptill

Bedford MK45 2NW

Calls may be recorded. Regulated by the Financial Conduct Authority (FCA)

## FITTING OUT

**Sailspar Continuous Line Headsail  
 Roller Reefing System**

**BUILT TO LAST  
 Lifetime Warranty**

Sailspar designed its own unique continuous line headsail system and this has now been in production for more than 25 years.


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

01206 251348

[office@sailspar.co.uk](mailto:office@sailspar.co.uk)

Est. 1968  
**SAILSPAR**

## YACHT DELIVERIES

**Halcyon Yachts**  
*International Yacht Delivery*

Our Passion, Your Peace of Mind



01929 462747

07966 537992

[info@halcyonyachts.com](mailto:info@halcyonyachts.com)
[www.halcyonyachts.com](http://www.halcyonyachts.com)

## PROPELLERS

OVER 2000 PROPELLERS

IN STOCK

- 2 & 3 Blade
- Alloy & Bronze
- Fixed & Folding
- Shafts & Seals
- Prop Protector
- Rope Cutter

**SILLETTE** MARINE PROPULSION

[sales@sillette.co.uk](mailto:sales@sillette.co.uk) [www.sillette.co.uk](http://www.sillette.co.uk)  
 020 8337 7543

## HOLIDAYS

[www.pinnacle-yachts.co.uk](http://www.pinnacle-yachts.co.uk)  
 Beautiful Greek Island Sailing

[visit.sailingtoday.co.uk](http://visit.sailingtoday.co.uk)



## INSURANCE

## Yacht Insurance due?

Make sure you get a quote from us

**Everything you need**

One of the most comprehensive policies on the market.

**Outstanding claims settlement**

When it comes to claims settlement our reputation is second to none.

**Incredible value**

Our yacht insurance costs less than you think.

For an instant quote and same day cover call

**0151 473 8000**

Monday to Friday, 9am to 5.30pm

**gjwdirect.co.uk**

# GJWDirect

*The UK's Largest Direct Boat Insurer*

Authorised and regulated by the Financial Conduct Authority

NOT ON  
COMPARISON  
WEBSITES!  
The Specialists

**craftinsure**.com

**Comprehensive  
boat insurance**

Top quality cover  
with online savings

Quick and simple – at the touch of a button

**www.craftinsure.com**

or call: **08452 607888**

Authorised and regulated by the Financial Services Authority

**YACHTING24**  
online insurance

**Insurance to match the cut of your jib...**

Straightforward online quotation and purchase system

Only pay for the cover you really need

Agreed fixed value policy with no need for a survey

**www.yachting24.co.uk**

A member of the Pantaenius Group

**PANTAENIUS**  
Yacht Insurance

## MARINAS

**TOWN  
QUAY**  
SOUTHAMPTON

FIND  
US ON THE  
'WHICH MARINA?'  
STAND AT THE  
SOUTHAMPTON  
BOAT SHOW

## RELAX

**FREE ONE WEEK TRIAL!\***

For a convenient, secure berth for your pride and joy, choose Town Quay Marina – and relax.

- 24-hour berthing assistance and on-site team
- Berth holder lounge area
- Outstanding shower facilities
- Chill out deck and BBQ area
- Free wifi
- Free cycle hire
- TransEurope marina



**CONTACT US TODAY 023 8023 4397  
OR VISIT OUR WEBSITE WWW.TOWNQUAY.COM**

## THE CITY CENTRE MARINA OF CHOICE

\*Offer available to new customers only subject to availability and not to be used in conjunction with any other offer.



## SAILS



# QUAY SAILS (POOLE) Ltd



**Cruising & Racing Sails**

**Covers & Accessories**

**Quality and Performance**

Tel: 01202 681128 Email: [info@quaysails.com](mailto:info@quaysails.com)

20 Lagland Street, Poole, Dorset BH15 1QG

**www.quaysails.com**

# Don't miss our sister titles

[chelseamagazines.com](http://chelseamagazines.com)





## SAILS

# dolphin sails



Visit us  
at SIBS  
Stand F028

**Cruising Sails • Racing Sails  
Top Down Furlers • Marine Covers  
Architectural Awnings**

sails@dolphin-sails.com • www.dolphinsails.com  
Tel: 01255 243366

## SAILS

**Bespoke Covermaking**

**Kemp Sails**

Sprayhoods  
& Biminis  
Sail Covers  
& Dodgers  
Mainsail  
'Packaways'

Call Gosport on 023 92 808717  
or Wareham on 01929 554308  
email: info@kempsails.com  
**www.kempsails.com**

## SURVEYS

**AP MARINE SURVEYS**  
Yachts and Motor Craft

Qualified YDSA Graduate  
Member. Full range of surveys  
& consultancy. Salcombe based,  
covering UK, Europe, Med' &  
Caribbean. Call Alan Plummer  
for friendly and approachable  
advice: 07557 145566.

**www.apmarinesurveys.co.uk**  
e:alan@apmarinesurveys.co.uk

## STORAGE

**Hayling Yacht COMPANY**

Call 02392 463592  
info@haylingyacht.co.uk  
www.haylingyacht.co.uk

**Your one stop winter storage & repair centre!**

Established in 1935, Hayling Yacht Co is a family-owned business located in a perfect sheltered location on the western edge of Chichester Harbour. We have recently built brand new luxury washrooms, with private shower and toilet cubicles, bought a new 38 tonne hoist and invested in an extra 44,335 sq ft of secure, 4 metre high walled hard standing, which is fully concreted with full electrics.

**Quick 2-4 week storage deals**  
One of the benefits of the new secure storage compound is the layout. We can now offer short turnaround deals - for those who want to do that winter work quick, and be back in the water fast...

**Secure storage for winter**  
For winter storage, but with a security in mind, then look no further. We offer all the benefits of the new 4 metre walled compound. There are special deals for Multihulls, jet skis and sports boats.

**From £39.00 per metre**

**From £4.15 per metre/week**

**Plus - Osmosis treatment • Spray painting • GRP & wood repairs • Coppercoat**

## WEBGUIDE

**www.pinnacleyachtsales.com**  
Buy with confidence in Greece

**www.dolphinsails.com**

## WANTED

I am looking to purchase a one quarter share with an owner or syndicate who own a well-equipped yacht preferably based in the Alicante area, Spain. The yacht should be between 11 to 13 metres in length, in good condition and fully fitted out including a dingy/tender etc. I am a qualified yachtsman, non-smoker and my budget will be up to £30,000 plus annual berthing cost etc. I live in Spain and if you are interested in the above please call me on 003465 5035131.

## ECHOMAX

### Active RTE and Passive Radar Reflectors



**ECHOMAX ACTIVE -XS** dual band RTE with multiple visual and audible alarm functions and now with optional waterproof control box for RIBS or exposed mounting - Meets ISO 8729-2 - NATO stock No 5741-99-269-3512 - Our Active RTE have been fitted to the Clipper Around the World Yachts for the last three years -

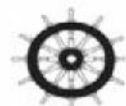


**ECHOMAX EM230/230BR** Ships Wheel Mark passive radar reflector for Life boats and Rescue Craft - Meets ISO 8729-1997 - Module B and D certificates available upon request. Available in white, orange, yellow, red, green etc NATO stock number 5840-99-742-6193

**ECHOMAX EM0A3I** inflatable radar reflector for liferafts - Certified to Schedule 4, Part 4, Paragraph 1.1.14 of the Merchant Shipping (life saving appliances Regulations 1986 - chapter III, Regulation 38.5.1.14 of the 1983 - (SOLAS) 1974. Suitable for stowage in liferaft emergency packs up to 36m above sea level as required by IMO Notice M. 1485, 1991 - Certificate no. QQ-TAN-04/3-01



**NEW FOR 2014** - A smaller 90cm version of the existing 135 cm Echomax EM700 foam filled buoy. Available in maintenance free red, green or yellow PE with optional Echomax EM230 radar reflector or Sealite solar powered IALA navigation lights with 16 programmable light sequences. Ideal for coastal use harbours, rivers, lakes, marinas or sheltered waters. Prices from just **£249.00 ex works ex VAT**



We are proud that all Echomax products are designed and manufactured in the UK and 80% of our business is export



## ECHOMAX

Email **echomaxsales@aol.com**  
**www.echomax.co.uk**  
tel 00 44 1371 830216



# Dispatches

ATLANTIC CROSSING | OCEAN RAINBOW



## OCEAN RAINBOW

Trident Marine Warrior 40

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

**LWL:** 31ft 2in (9.5m)

**Beam:** 13 ft (3.9m)

**Draught:** 5ft 1in (1.6m)

**Year built:** 1994

**Owner:** Claire and James Short

### Our Atlantic crossing started on 22 December but, for us, it was not the 'milk run' so many yachties described.

Winds averaged around 25 knots with gusts in excess of 40 knots – we sailed 2,075nm under Yankee alone! The day we hoisted the cruising chute, I broke my wrist! Where were the famed Atlantic rollers? The seas just didn't have any pattern; we rolled, corkscrewed and lurched the whole trip.

Moving about the boat was slow and needed great caution; cooking was a labour of love, prepared sitting on the galley floor, but we ate well. We baked bread, made cakes and celebrated Christmas in style – roast turkey and all the trimmings (served in dog bowls, too rough for plates!) with party hats and crackers.

On New Year's Eve James woke me for my midnight watch to the strains of the Blue Danube. We waltzed (hanging onto each other and the boat!) shared half a bottle of champagne and ate mince pies with brandy butter. Then back to reality and the four-hourly watch routine. The exhilaration of sighting Martinique and knowing that we had actually sailed the Atlantic in our own yacht in 16½ days was compensation enough for the busy, tiring and sometimes scary passage. 🌐

**FEATURE HERE!** Send us your dispatches – from Dundee to Dunedin



facebook.com/  
SailingToday



twitter.com/  
SailingTodayMag



editor@  
sailingtoday.co.uk



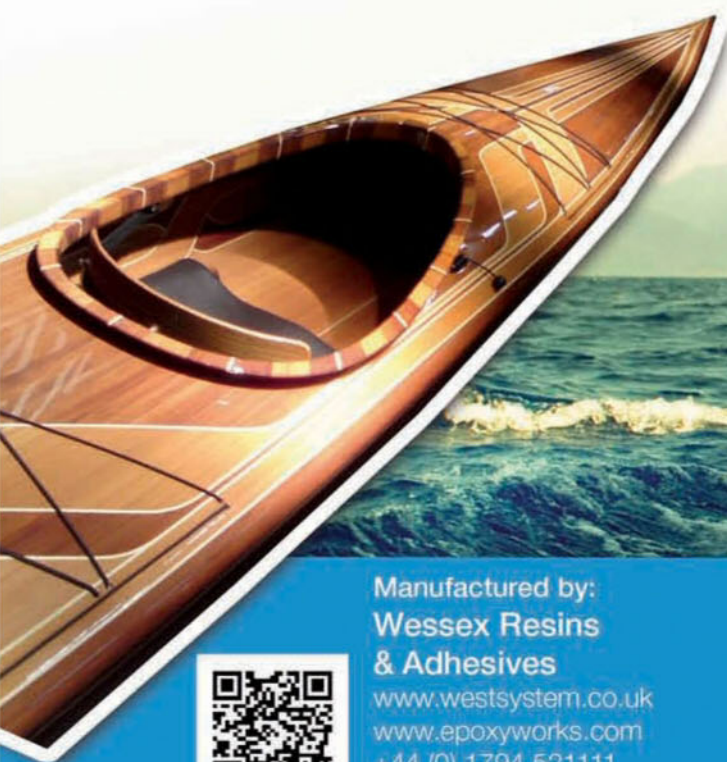


# WEST SYSTEM®

## epoxy



## Ultimate Ambient Cure Marine Epoxy



Manufactured by:  
**Wessex Resins  
& Adhesives**

[www.westsystem.co.uk](http://www.westsystem.co.uk)  
[www.epoxyworks.com](http://www.epoxyworks.com)  
+44 (0) 1794 521111  
[info@wessex-resins.com](mailto:info@wessex-resins.com)



See us on  
stand D017

For your free User Manual &  
Product Catalogue please call  
or email Quoting Ref:ST16







**Discovery 55, Hebe** - Mid-Pacific, heading west, 2000 miles to go.

## Where will your Discovery take you?

Discovery Yachts are creators of the world's most inspired blue-water cruising yachts. Carefully designed and meticulously built, our yachts deliver effortless short-handed sailing in comfort and safety.

**Find out more at [www.discoveryyachts.com](http://www.discoveryyachts.com)**

**Email [info@discoveryyachts.com](mailto:info@discoveryyachts.com) or**

**Call +44 (0)23 8086 5555**

**World Debut  
of the *NEW*  
Discovery 55 Mk II**

**Southampton  
Boat Show  
Berth M162**

Catamaran

50

55

58

67

  
**DISCOVERY**  
YACHTS