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# Skipper's View

FROM CANNES TO SOUTHAMPTON, *ST* IS REMINDED THAT YOU DON'T NEED A BIG BOAT TO HAVE A CRACKING SAIL



**IT'S BEEN A** busy month at *ST* Towers – or rather out of it.

It all started in South Brittany for three back-to-back boat tests – bear with me, here; I'm not asking for sympathy. It's hard not to climb aboard with a preconception, but for once I had no idea what to expect as I set foot on the Malango 8.88 from a guano-flecked pontoon in Concarneau. The boat looks sporty, with her open transom and wide aft section, but she confusingly has all the trappings of a cruising boat – lazy jacks, sprayhood and large coachroof windows (see pp50–56).

It's a curious side-effect of editing a yachting magazine that people expect you to be instantly expert at every aspect of sailing; master the handling of any boat within seconds. But there's always a moment when you take the helm of an unfamiliar boat where you wonder how

she's going to react and what she's going to feel like. Despite the promise of a sporty ride, the Malango was impeccably behaved. She was responsive but fast, and a real hoot downwind, when we barely seemed to touch the water. It was the very essence of sailing enjoyment: an unexpectedly fine day in interesting waters; proof that size is not the only measure of how much fun you can have on a boat. By comparison, I've sailed larger boats that feel plodding and so far divorced from the wind and the water that you might as well be in a caravan.

Across the country, in Cannes, size is what it's all about – bigger, brighter and more blingastic. A slew of slick new 60ft-plus production cruisers were launched to Hoover up the returning demand in Europe and particularly in the US. Beneteau admitted that it had jumped the gun in calling the return of growth for the marine industry last year, and it has hung its hat on the coming year instead.

Closer to home, it was Southampton's turn in the spotlight. This show, too, is feeling brighter and better than last year – assisted by fine weather and plenty of crowds. The pontoons were thronged, there was a broader-than-ever array of interesting boats to admire and the halls had plenty of actual manufacturers of sailing gear in evidence. To me, this is a boat show near the top of its game.

*Sam*

Sam Fortescue, editor



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**JAMES WHARRAM** began building cruising cats in the 1950s and has sold more than 10,000 designs since



**SUZY COOPER** is a volunteer with Royal Greenwich and sailed on the Tall Ship *Dar Młodzieży*



**LINDA JENKINS** lives with husband Martyn on board *Pleiades*, covering 12,500nm in five years



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# Cap Lévi

Photo by JM Liot

This aluminium-hulled Allures 39.9 has nothing to fear close off Cap Lévi; despite the rock-bound coastline, there are few dangers to the west. Situated halfway along the top of the Normandy Peninsula, Cap Lévi's lighthouse was first built in the 1850s, out of pink granite. Destroyed in 1944 during the fighting after D-Day, a new tower was built in 1947, 3m shorter than its predecessor. The lighthouse provides a relay between the towers on the fearsome Cap de la Hague and the Pointe de Barfleur.









# Ebb and flow

EVENTS | GOSSIP | NEWS FROM THE SAILING COMMUNITY

## HISTORIC WRECK FOUND

**MORE THAN 175** years after two British ships disappeared without trace searching for the Northwest Passage, a wreck has finally been located. Canada's Prime Minister Stephen Harper said on 9 September that it was either HMS *Erebus* or HMS *Terror* which were last

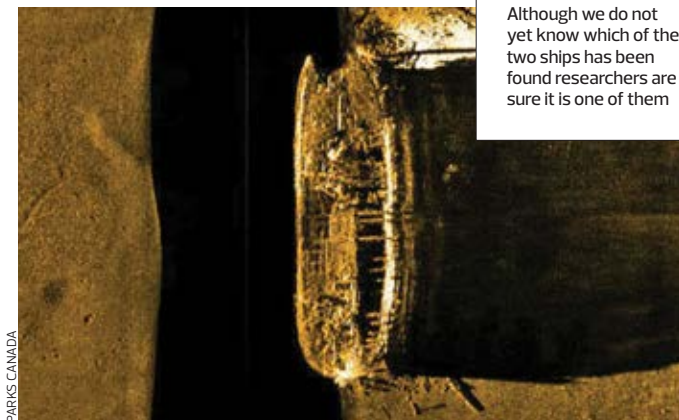
seen in the 1840s while under the command of Rear Admiral Sir John Franklin.

The ships were part of the disastrous Franklin Expedition which departed England in May 1845 in search of a route to the Pacific north of Canada. The disappearance of the

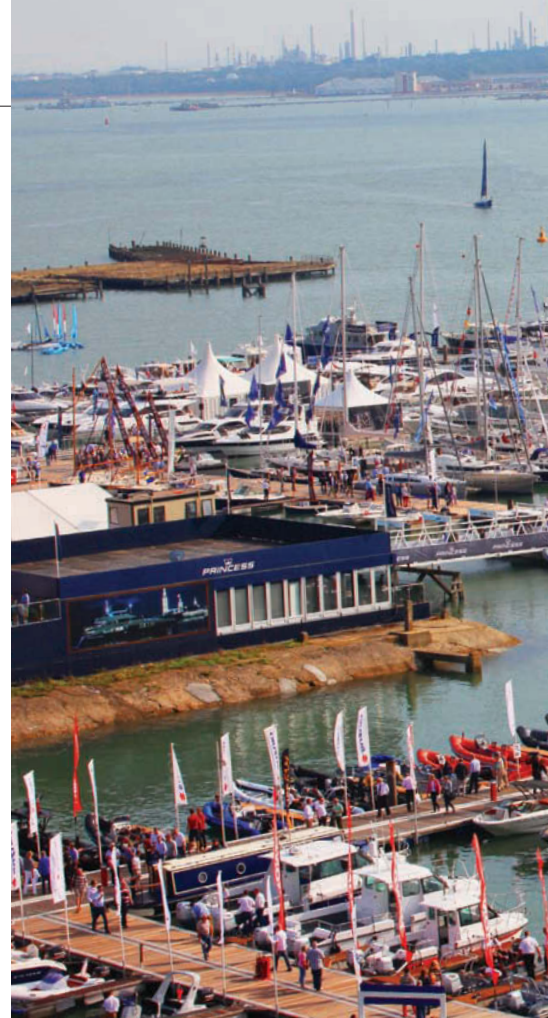
expedition set off a massive search effort in the Arctic and the broad circumstances of their fate were not revealed until 1859 when Lieutenant William Hobson found a sombre message left on Victory Point, King William Island. The message revealed that both ships had become trapped in ice in late 1846 for one and a half years.

The Canadian PM said: "Although we do not know yet whether the discovery is HMS *Erebus* or HMS *Terror*, we do have enough information to confirm its authenticity. This find was confirmed on Sunday, September 7, 2014, using an underwater vehicle recently acquired by Parks Canada."

Although we do not yet know which of the two ships has been found researchers are sure it is one of them



PARKS CANADA



## 'Do you know who I am?'

Spain has been forced to apologise to the King of Morocco after an attempt to board his royal yacht on 7 August by Spanish authorities patrolling for drug smugglers and human traffickers.

Spanish newspaper *El Mundo* reported that as the authorities attempted to board the yacht, King Mohammed VI shouted, "Do you know who I am?" while removing his sunglasses and hat. At which point he was quickly recognised and the authorities backed off.

The Moroccan King complained personally to King Felipe of Spain.

## Southerly gone for good?

**SOUTHERLY YACHTS HAS** gone into administration for the second time in little over a year, confirming rumours that were circulating as we went to press last month. Suppliers were informed at a creditors' meeting at Gatwick on 22 August, but said that details were scant.

Following the meeting, we contacted FRP Advisory, which is handling the company's administration, but it would make no comment on how much was owed by the company and to whom. We were told by FRP that this information would be available through Companies

House in due course.

Anecdotally it would appear many in the industry were more careful when dealing with the British luxury yacht brand this time around after parent company, Northshore Yachts went into administration owing just shy of £2m in 2013. But one supplier ST spoke to said she had lost more than £5,000 this time. "I asked to take back my stock, but they took three weeks to reply, saying it was already fitted."

In a mirror image of Southerly's last failure, creditors were told at the meeting that there were no assets of

significance to offset their debts as the buildings and land belong to Sunchalk Ltd and moulds and intellectual rights are owned by Southerly, Fisher and Vancouver yacht brands together with equipment and machinery.

Public records show the previous boat-building site in Itchenor is now operating under the name of Northshore Shipyard Ltd, which changed its name from Nordmar Ltd back in January of this year. Both have a listed incorporation date of 15th October 1976.

Three yachts currently in build will be completed.

## THAT'S AMORE

Visitors berthed overnight in Italy will now be subject to a reduced rate of 10% VAT, following a government initiative to encourage tourism





JOE MCCARTHY

Southampton is the UK's largest on-the-water boatshow with over 2km of pontoons

## GOING UP



**ESCAPE FOILED** A man who stole a canal boat was caught by the police after he attempted to escape through Wiltshire's Caen Hill lock – consisting of 29 individual locks.



**CRINAN CANAL** A £360,000 investment, partly paid for by the EU, has allowed Scottish Canals to open an impressive new facilities block in the Crinan Basin.



**'CHYNEEMA'** Dyneema has been successful in a trademark infringement case it brought against a Chinese company whose new rope 'Chyneema' was recently released.



**THAMES DARE** A teenage boy nearly lost his life after he was dared to jump into the Thames by his friends so they could post the video to *You Tube*. The boy had to be plucked from the water by the RNLI.

## GOING DOWN

# Super Southampton

The Southampton Boat Show looks to be building on the success achieved in recent years, as visitors flooded through the turnstiles taking advantage of the unusually warm weather on the opening weekend. The show opened in style as the ribbon was officially cut by TV presenter Matt Baker, sailor Iain Percy together with Freddie and Hamish Simpson, the children of British sailing gold medalist Andrew 'Bart' Simpson, who died during training for the America's Cup.

# BMF funding for ASSF

The British Marine Federation (BMF) has selected the Andrew Simpson Sailing Foundation (ASSF) as its official charity for the next two years.

The charity will be supported through a number of fund raising events and will also benefit from promotion to the international sailing community. The first major event will be the 13th

International Sailing Summit in November, with 50 per cent of the conference's profit being donated to the charity.



The support from the BMF will be able to significantly help the Andrew Simpson Sailing Foundation to achieve its aim of transforming the lives of young people through sailing.

The charity was set up in early 2013 to honour the life and legacy of Andrew 'Bart' Simpson MBE, Olympic gold and silver medallist and America's Cup sailor.





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## GOLDEN TICKET

The Andrew Simpson Sailing Foundation and Clipper Ventures will offer one 18–24 year-old a spot in the the next Clipper race. Find out more at [sailingtoday.co.uk](http://sailingtoday.co.uk)

## MISS ISLE COMPLETES CHALLENGE

Sailing teenager Natasha 'Miss Isle' Lambert has completed her Sea and Summit challenge after climbing the 2,907ft Pen Y Fan in the Brecon Beacons.

Almost exactly one month after leaving her hometown of Cowes on the Isle of Wight, the incredible 17-year-old, who has cerebral palsy, has achieved her aim of sailing 440 miles around the West Country coast to Wales before swapping her boat for her special walking aid, called a Hart Walker, to climb Pen Y Fan, the highest peak in Southern Britain.



ASTOON/EDITION

## 26-year-old wins Tall Ships

**A YOUNG EAST** coast skipper who had never even sailed off the south coast of the UK won the Tall Ships race from Falmouth to the Isle of Wight.

Victory went to 26-year-old Tom Bridle, skipper of the 102-year-old yacht, *Duet* (pictured above) which won its class and overall honours in the race for sail training vessels

from Falmouth to the Isle of Wight. *Duet* is operated by the Bradwell-based Cirdan Sailing Trust, which gives young people the opportunity for self-development through sailing.

Despite *Duet* winning the race overall, it was not the first of the 44 boats to cross the finish line, that honour went to

Polish Tall Ship *Dar Mlodziezy* who was the first of the large square-riggers past St Catherine's Point on the Isle of Wight. She came in ahead of Britain's *Stavros Niarchos*, which had led for much of the three-day race.

Read the full story of the Tall Ships' Falmouth to Greenwich convoy on pages 22–28.



JOHN LENIHAN

## Ro-ro-robotic boat

**THE SEVENTH EDITION** of the annual World Robotic Sailing Championship (WRSC) has concluded in Galway City, Ireland.

Despite being an official competition, the focus of the event is less competitive and more about scientific endeavour. Organisers say the purpose of the championship is to offer academic institutions and companies the potential to develop long-range and long-term, autonomous, wind-propelled, solar or wave-powered carbon neutral craft.

Judging is based on a variety of factors and the 'robotic yachts' carry out tasks such as keeping station, speed in different conditions, accuracy, obstacle avoidance, target tracking, endurance and cooperation with all of these being performed with no user input.

Teams attended the event from Ireland, Wales, US, Finland, France, Portugal and Russia. The winner of the Endurance Race was *FAST* from the University of Porto and the overall winner was *Seaquester* from the US Naval Academy. Pictured here is the Irish entry designed and built by a team at the Galway-Mayo Institute of Technology (GMIT).



# Boots beat boats to Brighton

**AFTER THE POPULARITY** of the inaugural event last year, the charity race that pits walkers against sailors, Boot vs Boat, has taken place again this year, raising over £14,000

for the charity Sail4Cancer.

The event begins with sailors setting out in Sunsail F40s from St. Katharine Docks in London and a group of walkers leaving from the

same place with both groups heading to Brighton.

Last year it was won by the boats, but this year, with some changes to the route and difficult sailing conditions, it was the turn of the 'boots.' "Two walkers (runners) arrived at Brighton Marina 0515hrs and the first boat arrived at 0750," one of the skippers, Pete Walters, told *Sailing Today*. "Saturday evening a storm hit us with squalls of over 30 knots. After burying the bow a few times, we decided to de-power and dropped the spinnaker before we were driven onto the Goodwin Sands."

Sail4Cancer says the event will take place again in 2015.



## RORC merger

**MEMBERS OF THE** Royal Ocean Racing Club (RORC) and the Royal Corinthian Yacht Club, Cowes (RCYC) have confirmed that the two clubs will merge their operations next year.

The announcement of the two clubs' plans to join was

made in the spring of 2014, but it was only after Extraordinary General Meetings of both the RCYC (held on 24 August) and RORC (held on 28 August) where an overwhelming majority of members voted in favour of the merger, that the



news was officially confirmed.

Both clubs will retain their identities, but will share facilities and back office staff.

## GOOFS IN THE GULF

Two French sailors have been rescued from the famously pirate infested Gulf of Aden by the EU Naval Force flagship and Italian Navy destroyer, *ITS Andrea Doria*.

Piracy, however, was not the problem as the pair issued their Mayday call after suffering engine failure. The distress call was picked up by a German Maritime Patrol and Reconnaissance Aircraft, operating with the EU Naval Force, which then quickly relayed the message to the nearest warship, *ITS Andrea Doria*. She launched her helicopter to provide assistance.

What might be the best repair team to ever attend an engine failure on a yacht promptly arrived on the scene, and *ITS Andrea Doria's* helicopter, packed full of Italian Navy mechanics, arrived and fixed the engine problem. This would be story enough for repeated dinner party rounds, but *Sailing Today* is delighted to report that just four days later, the same pair on the same yacht once again sent out a Mayday.

The problem this time was a steering failure and a lack of fuel. This time they received the help of Spanish naval ship, *ESPS Navarra*, who refueled the pair's vessel and then, wisely, monitored the yacht until she reached the safety of the nearest port. The EU Naval Force recommends that sailors should avoid the Gulf of Aden.

## THE EXTREME SAILING SERIES visited Cardiff at the end of August, putting on a spectacular show as the professional teams sailed in front of huge crowds



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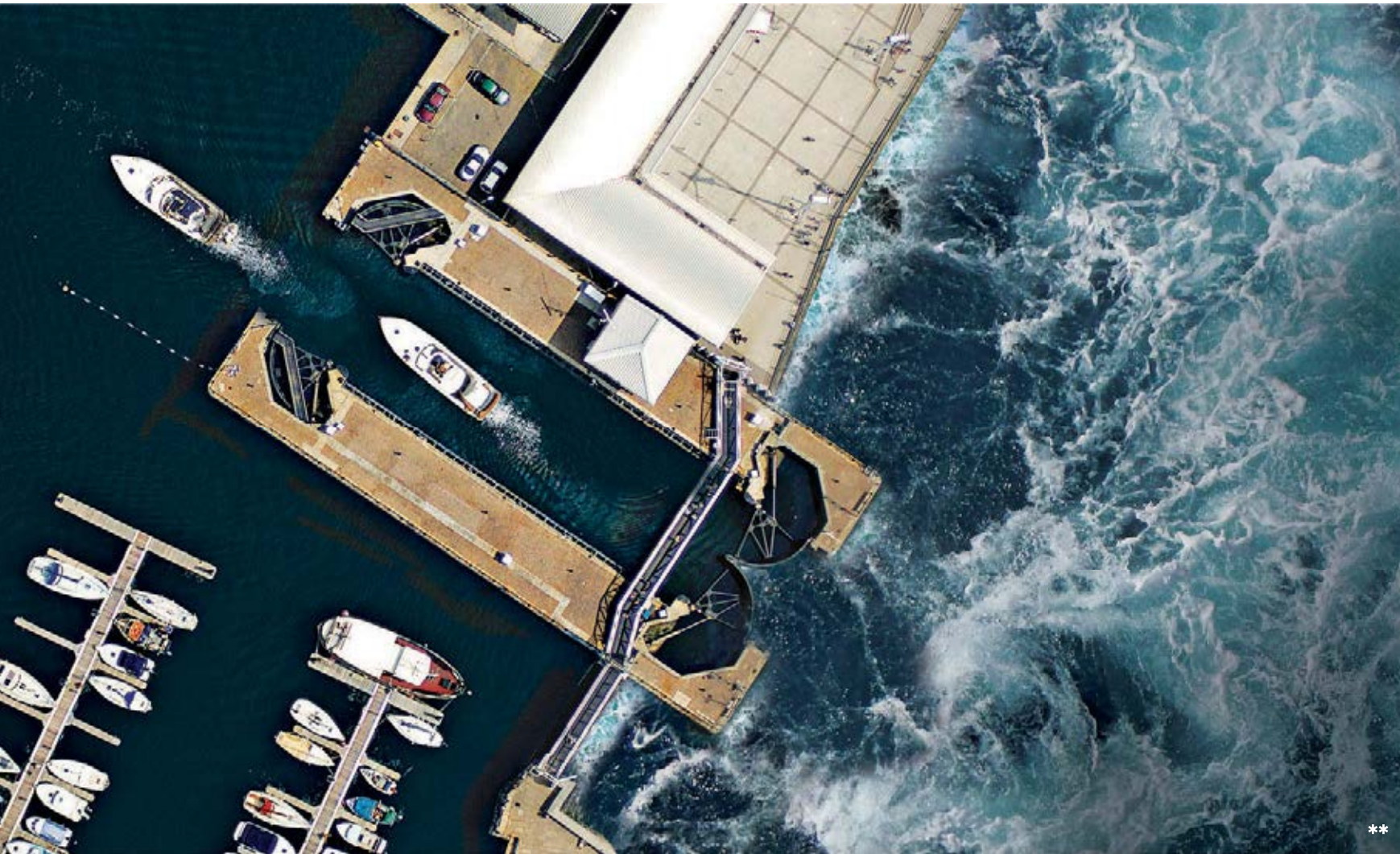
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\*Terms and conditions apply, see website

\*\*Artist's impression



# New boats

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All listed prices are on the water and inclusive of VAT

## CARBON CAT



**S49**

from c£701,640

McConaghy is offering this new 49ft (14.9m) performance catamaran for bluewater cruising. The Aussie company specialises in high-tech racing yachts built in their Chinese factory (such as Mike Slade's *ICAP Leopard 3*) so this fast cruiser is a departure from its normal line of work.

The S49 has similar internal comfort and space to its rivals, but McConaghy claims it's lighter (30 per cent), stiffer and stronger with better waterline beam values and higher power to weight ratio. In particular, twin daggerboards improve windward performance.

There are electric winches at the raised helm station making her an ideal single or shorthanded cat. The saloon and galley are larger than normal too because there isn't the usual reconstruction of a cross bulkhead.

She has four cabins, two heads and plenty of storage.

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



**Oceanis 60**

**£432,000**

The new flagship in Beneteau's 'comfortable cruising' line is another Cannes boat show launch. Distinctive with her blue hull and mainsheet arch over the companionway (like Marmite, you'll either love it or hate it), the Oceanis 60 has been designed by the prodigious Berret Racoupeau Yacht Design. As you might expect, she has the largest cockpit of the class (30 per cent larger, in fact) and a brand new rear deck, which Beneteau says is designed to extend the outdoor living space. She also has the mandatory bathing platform, which folds down to reveal the dinghy garage under the cockpit.

Below, she is fairly woody, with a brushed anthracite lining to bulkheads and around the windows. She is available in two layouts: three cabins with three heads or four cabins with four heads. Additional bunks can be put in a forepeak accessible from the deck.

► **Builder:** [www.beneteau.co.uk](http://www.beneteau.co.uk)

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



**Mojito 8.88**

from c£74,460

With an identical hull to the Malango 8.88 (see p46-52), but with a 9cm higher coach roof, the Mojito is designed to go after the cruising market, with greater headroom below. As with the Malango, there are five berths, a separate heads compartment and a small galley incorporating a twin-hob burner and a fridge.

Integrated beaching legs make the boat simple to dry out, particularly if you pick the swing keel option. Otherwise there's a sporty-looking fixed T-keel giving the boat a 1.8m draught.

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



## Impression 45 from £185,000

This is the latest in Elan's stand-alone Impression cruiser brand and ST was among the first to see her launched at the Cannes boat show. The hull is based on the old 454, but with changes such as a larger fold-down bathing platform and cockpit. The bathing platform comes in two sizes and can close the transom.

The interior has had a makeover too, with new hull lights and more hatches to allow daylight to flood in. Layouts run from two-cabin to four-cabin.

► **Builder:** [www.elan-yachts.com](http://www.elan-yachts.com)

► **UK agent:** [www.sdmarine.co.uk](http://www.sdmarine.co.uk)



## Feeling 44 from c£233,790

Time-tested French brand Feeling has relaunched this 44ft lift-keeler with fresh input from naval architect Alain Mortain and adventurer Alessandro di Benedetto. The main change is the addition of hydraulics to the centreboard, so that there is better access to the saloon table.

The interior has also been restyled, while maintaining the same standards of woodwork and finishing. There's an interesting, and more practical, layout inside with double stainless steel sinks in the centre of the saloon. To port is a wet locker (just as you step inside) followed by a forward-facing chart table. To starboard is the shower and the galley.

► **Builder:** [www.feeling-lines.com](http://www.feeling-lines.com)

## DUTCH LUXURY



## Contest 67CS from c€3m

Contest Yachts has already wowed us with its Contest 72CS (the flagship in its semi-custom performance cruiser range) but now the firm is releasing this 67ft design by Judel/Vrolijk. Five feet shorter than the 72CS, the 67CS is a high performance cruiser that's easy for two to handle, yet can carry a larger on board party. She has a sandwich construction and some fully cored lightweight interior panels, giving her a fine displacement for a boat of this type. Her moderately deep L-shaped keel (with a low centre of gravity) maximises the stability too. Interior styling is by Amsterdam-based Wetzels Brown Partners.

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

► **UK agent:** [www.charles-watson.com](http://www.charles-watson.com)



# Word of mouth

LETTERS | TWITTER | FACEBOOK | EMAIL

## COMMENT OF THE MONTH

### ★ Unsung heroes

My yacht *Hummingbird* was in the middle of the Irish sea about 10 miles north of St David's Head at dawn on 5 August this year, half way through a thoroughly unpleasant sail from Kilmore Quay to Milford Haven.

There were three of us on board and I was one hour into my rest period when Mike called me to say they had a problem. When I got up on deck I saw that the genoa sheet had got trapped on the winch and they could not change tack. I also saw what appeared to be a massive passenger ship very close.

As I loosed off the Furler to let more sail out and freed the genoa sheet I thought how bad it was of this ship to be so close. Why had it not kept away? And it looked almost stopped.

Not only had the genoa sheet got trapped, the chartplotter at the helm had inadvertently gone south up, so recognising where we were and which way to go was confusing.

Finally we settled and proceeded on our correct heading and the ship suddenly seemed further away.

A little time later, musing over the

situation, it dawned on me. How stupid! Having had a riding turn, *Hummingbird* for some time had not been sailing properly, possibly looking helpless, in the middle of the unpleasant Irish Sea and the ship's watch officers were concerned. They had slowed, possibly stopped and when they saw we were OK had continued on their own voyage.

To my shame I did not recognise this fact and did not take the ship's name. I would like to thank them for their kind and professional attention.

**Tony Barlow, by email**

### Why red diesel matters

[In response to a letter from Jules Dussek in the last issue] UK recreational boaters do not benefit from a tax break on red diesel for use in private pleasure craft and the RYA is not arguing that they should. Since November 2008, recreational boaters have been required to pay the full rate of duty on the proportion of fuel used for propulsion. Even at the 60:40 split, UK boaters pay 10 per cent more duty than their counterparts in France and Belgium.



#### 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)

The issue at the heart of the EU's infraction proceedings is not the amount of duty levied by the UK Government but the colour of the diesel – the EU takes the view that UK boaters should use white diesel whereas the UK considers that, provided it is duty-paid, it is legal for UK boaters to use red diesel.

Many suppliers of diesel to private pleasure craft only have a single diesel tank and pump, and research from 2005 indicated that, had suppliers been obliged to supply only white diesel to private pleasure craft, approximately one third of the suppliers would have limited their supplies to red diesel for commercial vessels.

This would have a significant impact on the availability of diesel for private pleasure craft along the coast in more remote parts of the country.

**Gus Lewis, Head of Legal & Government Affairs, RYA**



### Pin Mill beef

While David Sadler obviously knows his east coast and captures the feel of the area well [*Constable's Wake*, ST210] there is one point which is slightly misleading. He refers to the lack of local stores at Pin Mill and, while this is true,

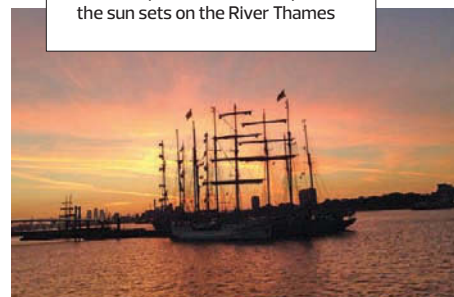
## YOUR PHOTOGRAPHS

**KÁROLY TAMÁS** stopped to grab this picture of boats racing in almost no wind in Siofok, Hungary



**CREWSAVER** sent us this pic, noting their lifejacket in use. We were more intrigued by the use of a bathtub as the main hull!

**KERRIS MANSFIELD** sent in this fantastic picture of a Tall Ship as the sun sets on the River Thames





he neglects to point out that at Chelmondston, a 10–15 minute walk either up the road or more attractively up the hillside, there is a really good butcher's, Hollingsworth, which also stocks a good range of fresh vegetables and basic groceries. You do not need supermarkets.

**Tony Wilson, by email**

## More praise for the French

I could not agree more with Peter Poland regarding the French [*Broadside*, ST209]. We have just returned from a glorious week in the Morbihan, where we kept our boat in Crouesty marina; the staff couldn't have been more welcoming.

We keep a Deben 4-tonner in Falmouth, but we trailed a Boston Whaler 17 from Plymouth to Roscoff for this trip. On arriving at Crouesty, we simply paid €10 for a key to the slipway and dumped the trailer in the huge free car park. The marina fees were €95 for the week, which I paid at the end.

We motored to Houat, no mooring fees even in the harbour (for a few hours) and a friendly girl picked us up in the launch, again, free of charge.

The staff at Vannes directed us to a pontoon almost at the end of the basin by the town. We were told the owner was away so we could help ourselves for a few hours while we did some shopping.

We are overburdened with bureaucratic laws in the UK, designed to raise income rather than make life more pleasant. Like Peter, we also boat in the Camel estuary where we live, but try parking in North Cornwall – £100 fines everywhere, drive down the slipway and you are greeted by PHC staff who

demand a fee, even if you launch from the beach!

Never thought I would say this but, vive la France! Oh and the most important thing: a glass of good wine costs €2 in Arzon – try that in Rock!

**Steve Collop, by email**

## Fuel cell blues

Regarding your Silent Power article [ST209, pp84–88], I'm astonished at its contents. In the initial paragraphs, the author lists some of the negatives surrounding wind, power and water generators, but then goes on to lavish praise on the "excellent companion" that is the Hymera fuel cell. Spelled out in the rest of the article are then all the problems, namely:

- another explosive material aboard
- need for additional locker space
- high up-front cost of the unit
- low availability of Genie H<sub>2</sub> cylinders
- high cost, low capacity, of cylinders

Whilst I understand the need to investigate new technology, surely the severe limitations of a fuel cell would mean precious magazine columns could be better used for outlining the best power management technology available, and that which your readers are more likely to use?

**Nathan Pincher, by email**

*Editor replies: Fuel cell technology is still emerging, but I feel that it has promise and warrants investigation. We'll report back on how the author's test goes. In the meantime, we'll be looking at solar panel technology over the winter, and recently covered wind generators (ST200).*



## Retweet

**Our quiz to test sailing general knowledge had some of our readers scratching their heads this month.**

9/10 I don't know my spreaders from my mast head!

**Pete Tyler – Facebook**

I don't know my stern from a hole in the ground.

**Terry Brower – Facebook**

I got 7 lucky guesses.

**David Mortimer – Facebook**

If I take this test just ten more times I should be able to get 9.

**Paul E. Grass – Facebook**

**We even managed to flummox one of our sister title's contributors:**

I got 9. Astonishingly lucky guesswork. I KNEW 4.

**Guy Venables – Facebook**

Impressive taking into account the sheer number of drinks you must be having in order to fuel your Sundowners column in *Classic Boat* – which I follow avidly. I got a sobering 5.

**Michael Havemann – Facebook**

**Finally, turn to our Gear Test pages next month to see the piece of kit that inspired this response when we posted a picture on Twitter:**

Would like to try it b4 I buy it...innovative indeed – but looks more like a sci-fi headgear...

**Gab Jordan – Twitter**



**VICTORIA EGAN** asked if we could help identify this dinghy. Thoughts to the address, right.



**SAM HAMILTON** sends us this image from 'Pestaurant' at the Southampton Boat Show. Not for us, thanks!

## GET IN TOUCH

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

**Sailing Today,**  
Jubilee House, 2 Jubilee Place,  
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# What's on

EVENTS | DIARY DATES | PLACES TO VISIT

## RORC FIRST TRANSATLANTIC RACE | 29 NOV



The first edition of a new race organised by the Royal Ocean Racing Club, taking in the traditional Atlantic rally route.

[rorc.org](http://rorc.org)



## Polish Boat Show

**November** 14–16 Nov.

The 16th edition of this boatshow is held in Łódź featuring 132 yachts and motor boats, along with equipment and accessories.

[boatshow.pl](http://boatshow.pl)



## Ancient seafaring talk

26 Nov. The BBC's 'Oceans' presenter gives a lecture on ancient seafaring. £9.50 at the National Maritime Museum, Falmouth.

[nmmc.co.uk](http://nmmc.co.uk)

## ST. CROIX REGATTA | 15 – 17 NOV

Fleets consisting of seven or more boats compete for the chance to win the skipper's weight in rum!

[stcroixyc.com/regatta](http://stcroixyc.com/regatta)



© ST. CROIX REGATTA

## CA SEMINAR ON BISCAY | 8 NOV



### CA Biscay seminar

Taking place at CA House in Limehouse basin, this talk covers all aspects of crossing Biscay

[cruising.org.uk](http://cruising.org.uk)



## Beaujolais Nouveau

Thursday 20 Nov. Cruise to France to pick up the new crop of Beaujolais Nouveau with the Royal Temple Yacht Club.

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

## DON'T MISS OUR SISTER TITLES THIS MONTH

### Classic Boat

- ▶ *Hermione*: the replica is due to start sea trials
- ▶ Europe Week 2014
- ▶ *Mariquita*: Her history
- ▶ *White Rose of Mevagissey*



### Yachts & Yachting

- ▶ Volvo Ocean Race: We speak to key players
- ▶ Outteridge's Moth Worlds winning secrets
- ▶ On test: RS Aero



## NEXT MONTH IN SAILING TODAY

**JURASSIC COAST** We tell you what it's like along Dorset's dinosaur coast

**HANDHELD VHF** We've tested out the best new radios on the market

**PANAMA BOUND** How to get there; cross the Atlantic and keep on going!

**ARCONA 380** We take this nippy and new Swedish cruiser out for a blast off Portland (pictured below)

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JOE MCCARTHY





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# Broadside

WHY ARE WE ALL SO HUNG UP ON BERMUDAN RIG FOR MODERN BOATS, ASKS LEGENDARY CAT DESIGNER **JAMES WHARRAM** AND WHAT'S WRONG WITH GAFF OR JUNK RIG?

When the fleet of Tall Ships sailed out of Falmouth on 31 August, I was there in the spectator fleet in my 27ft gaff-rigged, no headsail ethnic catamaran, *Amatasi*. Also in the spectator fleet were many modern production yachts, all with bermudan rigs, most under motor and mainsail. I often wonder why all modern production yachts have bermudan rigs. It is as if they are ruled by the marine 'Industry' to follow a norm set by the manufacturers of masts, sails, hardware and rigging. Designers of these production boats follow the fashion trends and bermudan rigs are a firm fixture of these fashions.

As a designer of ocean-going cruising catamarans I have always been on the look out for rigs that are easy to handle, have a low centre of effort for maximum stability and sail well off the wind as well as close hauled. I started off with fully battened bermudan sails on my first catamarans (in the 1950s), and had a successful sprit rig on some of my small designs. I also tried junk rigs and recently, over a 4,000nm voyage, the Polynesian crabclaw rig. In the late 1970s I played with the bermudan rig, trying to make it more efficient while keeping it simple, maximising luff length and using a wishbone boom to control camber.

So far I had not yet tried gaff rig. The problem with it as used in Britain, is that it has its origins in workboats, many of them fishing boats. These rigs tended to have long gaffs, long booms and a short luff in order to get maximum drive off the wind to pull nets and other fishing gear. This type of gaff rig was used on British cruising yachts in the late 19th and early 20th centuries, but were not terribly efficient to windward and were heavy to handle, and, with the advent of the bermudan rig, went out of fashion. To make them more efficient a topsail could be used, but again, this was not an easy sail to set, particularly when sailing shorthanded.

There are, however, different styles of gaff rig. In 1981, still searching for the ideal cruising rig, I took some Dutch-origin gaff rigs as a base to develop a new rig for my designs, looking sideways at the work done on the Freedom 40 yachts, which carried a double mainsail that wrapped round the mast for better aerodynamic



TONY SMITH

*'I think it is time for designers to start looking outside the box of modern fashion'*

efficiency. The problem with the Freedom rig was that it was hard to lower when wet, as it tended to stick to the mast. They eventually abandoned the wrap-around idea for this reason. Combining the wrap-around-the-mast idea (as a wide pocket) with the short gaffed, high aspect Dutch rig, we developed what is now called the Wharram Wingsail rig. For the last 30 years this wingsail rig has been used on hundreds of my catamaran designs and none have been converted back to bermudan rig. So what are the options for the modern cruising monohull?

I think it is time for designers to start looking outside the box of modern fashion. The bermudan rig is expensive, requires lots of expensive hardware to make it work efficiently, and is not terribly efficient as an all-round cruising rig. It is primarily designed for windward sailing. Often the main drive is actually obtained from large genoas. The bermudan mast on a cruising yacht, with its

spreaders, spinnaker poles stowed upright and sometimes steps to climb up, causes enormous turbulence over the leading edge of the sail. The top 1.5m of the sail is often so narrow that it cannot develop drive out of the turbulent wind coming off the mast. To compensate for this, the latest fashion is a square headed sail, an expensive high-tech solution to do what a short gaff would do much more efficiently and cheaply.

There is, of course, the parallel development in designs based on traditional boats, the Cornish Crabbers, Drascombe luggers, to name a couple of well known ones. Nigel Irens has designed a beautiful traditional boat, the *Romilly*, with a modern version of the working lugsail, making it higher aspect ratio and more streamlined. Others are using junk rigs, but these are not available in the commercial marine market. I think it is time the design of the modern cruising monohull is reviewed and different rigs tried, starting with the high aspect short gaff rig.

## YOUR VIEW

Do you think different rigs should be used in modern designs?



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

**JAMES WHARRAM** built his first offshore cruising cat in 1953. Since then, he has been designing, building and sailing offshore cats, with design sales topping 10,000.





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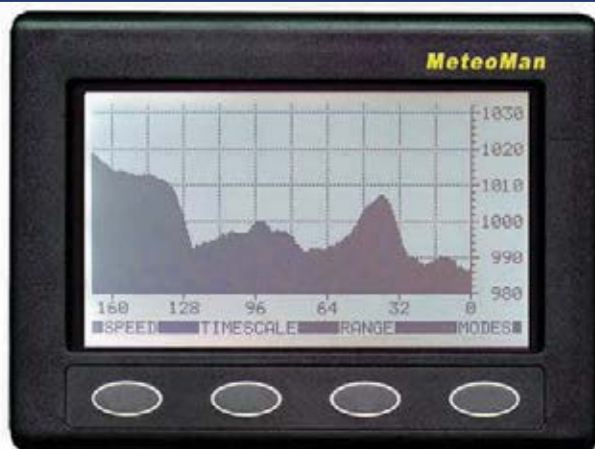
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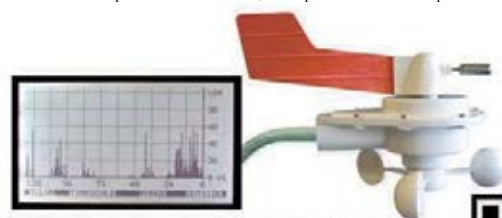
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Cruising

# STANDING TALL

The pride of sailing a Tall Ship brings  
out the best in young people, as *ST*  
discovered in Greenwich









Clockwise from top:  
The bowsprit netting  
makes a comfy perch  
on *Lady of Avenel*;  
Falmouth's Parade of  
Sail drew in  
thousands of  
spectators; the  
Dutch-flagged brig  
*Mercedes*; some 50  
boats paraded up the  
Thames past  
Greenwich



C/O ROYAL BOROUGH OF GREENWICH

The biggest thing in London since the 2012 Olympics... once in a generation... such were the phrases being bandied around ahead of the UK's Tall Ships regatta. Some 43 Tall Ships participated in the event that rivalled the last great gathering of the craft on the River Thames in the late 1980s.

The muster began in Falmouth, where the Tall Ships paraded under sail in what was described as "the largest flotilla in living memory". They were led off by the 357ft (109m)-long *Dar Młodzieży*, a full-rigged three-master from Poland with an astonishing 32,450sqft (3,015m<sup>2</sup>) of sail area. Some 100,000 people joined the parade out on the water in Falmouth Bay, while nearly quarter of a million flocked to the town.

The ships then raced from Falmouth up to St Catherine's, the southern-most point of the Isle of Wight and then cruised in company to the Thames to launch the Royal Greenwich Festival. Of the Class A vessels, the *Dar Młodzieży* took line honours, followed by Dutch-flagged brig *Mercedes* and British brig *Stavros Niarchos*.

By Friday 5 September, all the boats were moored along both banks of the River Thames between Woolwich Arsenal and Royal Greenwich's Old Naval College. More than a million spectators flooded into the capital to see them. But to truly appreciate the appeal of a Tall Ship, you need to hear it first-hand from those who have taken part, so here are the experiences of three youngsters that did just that...







EMILY HARRIS



EMILY HARRIS

## ARCHIE HOUSTON

Age: 15

**SHIP:** LADY OF AVENEL

**TYPE:** BRIGANTINE



**I USUALLY SLEEP** fine on a boat hearing the lapping of the waves and the rocking back and forth. But the first night on board *Lady of Avenel*... I could hardly sleep. There was barely a sound and the boat was so still on the flat calm waters of Falmouth harbour. I was excited and anxious to get going – this was my first time on a Tall Ship and what an experience.

The first day we all climbed up the rigging, to the first yard-arm. There was lots of anxious pacing before the race start, but first we had the parade of sail; hundreds of vessels of all sizes, wee dinghies bobbing around the Tall Ships and RIBs tearing by. There were 1,000 boats out in Falmouth harbour that day – and it certainly looked like there was that many.

*‘The biggest event in London since the 2012 Olympics’*

## First night watch

The watch system was four hours on and eight off. My first watch was 8:00pm until midnight. We saw the sun go down followed by the moon, as well as dolphins. We felt relaxed. I hit the sack tired and cold. From then on the days started to merge.

When the going was slow we fished and I managed to catch mackerel. I quickly became adept at killing and gutting them. We had them for lunch, cooked brilliantly by Spike – de facto mate and old sea dog who was full of stories.

We settled into the rhythm of life on board with briefings in the morning and learning the ropes. The bosun did a great job with the food, but we could have done with some biscuits and nibbles on our night watch.

On day two, with the wind veering to the northeast and after a few confused tacks, it quickly became apparent that we would not make the finish line in time. This put everyone in a bit of a glum mood, but it meant we were able to go up in the rigging to pack away the three squares... so every cloud has a silver lining. Going with the tide and against the wind meant we had good fun out on the bowsprit as she rose and fell some 10ft.

The graveyard shift was the one we were dreading: midnight until 4:00am under power. Luckily for us, we passed through the Solent and I was helming as we passed one particular ship. We had to overtake very close to her starboard side and having been ordered to steer to the degree I could not even look up from the compass binnacle as we passed it less than a stone's throw away. This made everyone feel pretty much awake.

As we entered the mouth of the Thames there was plenty to do; cleaning and getting the flags set.

I was up the mast so much that Stefan began calling me ‘monkey’. I was very proud of our harbour stow of the staysail and squares. Then something fun. Having been told to tidy the galley, I hoovered up a pancake and polished off a crumble.





## JESS FOULKES

Age: 19

**SHIP:** T.S. PELICAN  
**TYPE:** BARQUENTINE



**I STARTED SAILING** dinghies when I was 15 and have had always had a love of the water and sailing. I first sailed on *T.S. Pelican* in 2011 as voyage crew and I was then recommended to return as a volunteer. I am currently in my second year of studying medicine at university and in my holidays I now sail regularly as a 'watch leader', taking responsibility for a watch during our time at sea, ensuring they understand the ship's routine and guiding them in all aspects of life on board, such as sail handling, helming and so on.

### Day 1

Today was the joining day for our new voyage crew. As a watch leader it is part of my duty to assist the new crew with their familiarisation of the ship, by helping them settle in their cabins and introducing the basic principles of seamanship and helming. For this regatta from Falmouth to Greenwich we have sailing with us 28 serving and retired military personnel from the charity Turn to Starboard, which provides support through sailing to those

affected by military operations. The opportunity to work with such a wide variety of people from different backgrounds is one of my favourite aspects of sail training.

### Day 2

After breakfast we prepared the ship to depart Falmouth. We broke the sails out and this was the new crew's first experience of working aloft on the yards. It was a new experience for all of the trainees and one which, certainly for a majority of them, pushed them out of their comfort zone. I guided the voyage crew on how to 'step on' in a safe fashion for both the port and starboard yards.

Winds were light leaving Falmouth so we set every sail that we had available. Falmouth Bay was full of spectators and it was one of the most fantastic spectacles I have ever had the pleasure of seeing. It is something that will stay with me for a very long time to come.

### Day 3

Today the voyage crew has to carry out their first night watches. We work four hours on, eight off with three watches.

The voyage crew has a steep learning curve as the day before they were only just being introduced to helming and today, they are actually doing it on a 148ft (45m) racing Tall Ship, in the middle of the night across the busiest shipping channel in the world. My responsibility was to make sure that everybody on the team is included and the watch duties are being fulfilled.

## TALL SHIPS

by class

**Class A:** All square-rigged vessels and all other vessels more than 40m LOA, regardless of rig

**Class B:** Traditionally rigged vessels (gaff-rigged sloops, ketches, yawls and schooners) with an LOA of less than 40m and a waterline length of 9.14m

**Class C** Modern-rigged vessels with an LOA of less than 40m and with an LWL of at least 9.14m, not carrying spinnaker-like sails

**Class D** Modern-rigged vessels with LOA less than 40m and an LWL of at least 9.14m carrying spinnaker-like sails

It was exciting as we worked as a team to try and gain speed. With a bit of help from the tide we managed 8.1 knots, which, on *Pelican* is quite a feat.

### Day 4

During the night, the racing took a downturn. The wind had changed from a lovely southwesterly to a northeasterly (the direction we needed to head in). Despite our best efforts, the tide and wind were against us. Over the entire night we had only made one mile in progress. It was at this point that the decision to retire from the race was made, so that we could reach Greenwich in time for the regatta. The crew was ordered to stow sails and I positioned myself once again in the middle of the yard

**Above:** Jess Foulkes perched in the netting at *T.S. Pelican*'s bow

**Below:** *Pelican* used to be a trawler, but was modified in 1995 with square rig

**Below right:** Fireworks in Falmouth provided a good send-off for the Tall Ships



VISIT CORNWALL







**Left:** An estimated 100,000 people joined the Tall Ships on the water in Falmouth

**Bottom left:** Crews paraded through Falmouth's streets

*'I can easily identify the challenges I've faced this week'*



and helped the voyage crew stow them correctly.

It was great to see them encourage and help those who were not as comfortable on the yards and it was really rewarding to see a sense of community had already manifested itself on the ship in such a short time.

That evening my watch was asked to stow the sails on the bowsprit. I explained the principle and then let them handle it themselves. It was wonderful to see them using all the skills that they had learnt over the past few days to carry out the task. Sitting on the bowsprit watching the most beautiful sunset with a group of people that I had already started to regard as good friends was one of the best moments of the trip.

## Day 5

Today we taught the voyage crew how to splice rope. All of the crew got incredibly into it. More and more old rope had to be dug out of the bilge as the ship went a little rope-work-crazy for a while. It was embarrassing how long it took me to pick up splicing compared to how quickly my watch picked it up.

## Day 6

We found ourselves on the 12-4am watch as we passed Calais. It was quite tense keeping a lookout for traffic. The wind had picked up to 25 knots and combined with the opposing tide it made the sea lumpy.

When I awoke we were already on the Thames and the wind had shifted meaning we could sail up the river.

On arrival, we headed to the nearest pub in time to see the spectacular fireworks display over the Thames

Looking back on the week, I can easily identify the challenges that I've had to face, such as leading a group of people who all lead for a living and the challenge of keeping them busy and engaged with the tasks at hand.





## SUZY COOPER

Age: 15

**SHIP:** DAR MŁODZIEŻY

**TYPE:** FULL-RIGGED THREE-MASTER



**I FIRST STARTED** sailing when I was around 5 years old and for the past 12 years I have grown up in, under and around boats. The feeling of being afloat and around water is both second nature and second to none for me. However, as I have discovered this

*‘The cheers onboard were quite unmatched’*

summer, there is a huge difference between pootling up and down a river for an hour or so in a dinghy and sailing a 100m Tall Ship in the ocean for a week at a time.

On board the *Dar Młodzieży*, I was up on deck every day in my work overalls at 8am sharp. This was for the raising of the Polish flag and the greeting of the captain with a hearty ‘dzień dobry’. After that, I was on watch. This means doing all manner of jobs, from setting and hoisting sails to shaving soap for cleaning the deck. The best job, of course, is climbing the

**GET IN TOUCH** Tell us about your Tall Ships experience at:



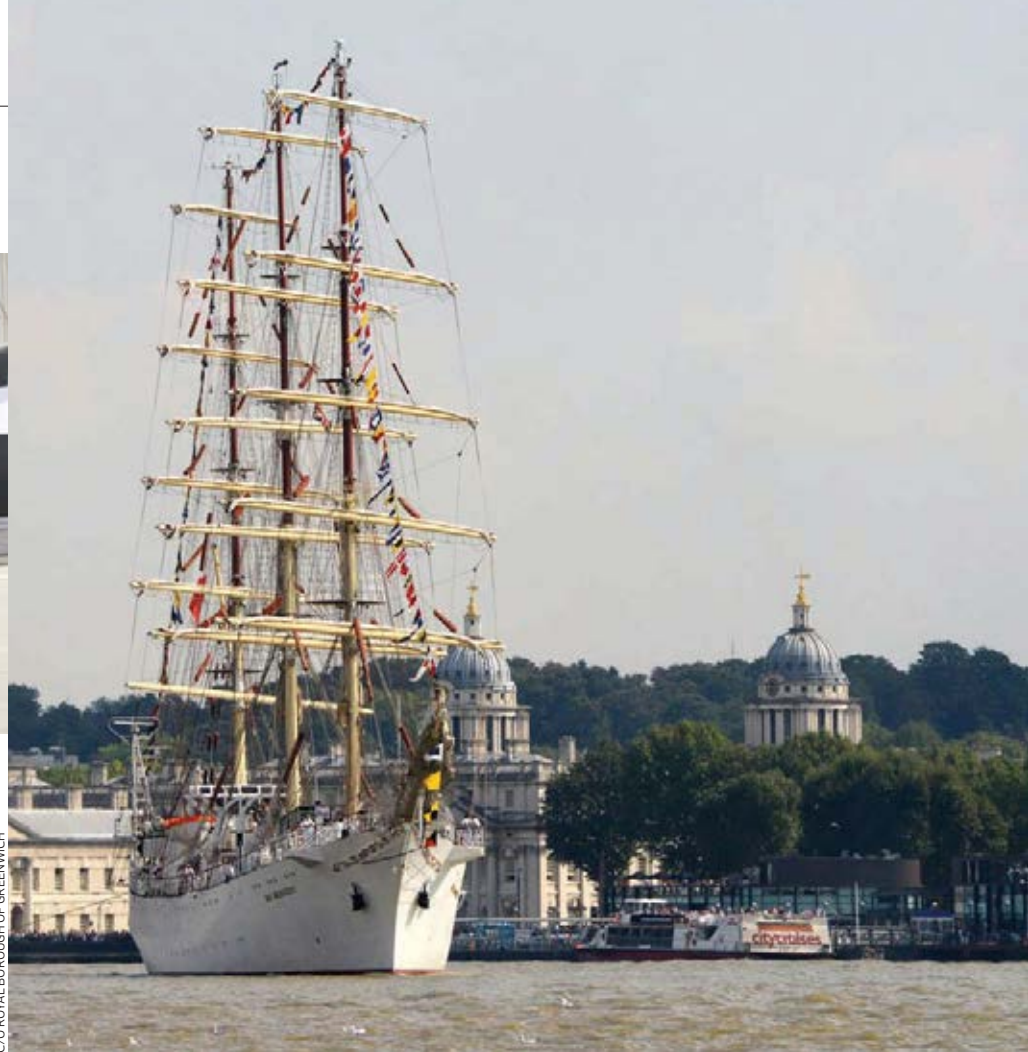
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rigging because there is no feeling quite like looking down at the ship from 80ft (25m) up in the air; absolutely terrifying.

After watch, it was lunchtime (finally) which was always some interesting form of potatoes and meat. Protein quickly became our main food group whilst on board. We had the afternoons to nap and relax and hang out with the rest of the crew before dinner and in to the watch again at 8pm.

After setting off from Falmouth in a beautiful flotilla of boats of all different shapes and sizes, the race began. Over the next three days, the crew worked tirelessly day and night, constantly trying to make the most of the very light wind. To deal with this, we had to constantly pull the ropes to set and reset the sails to catch each and every gust. Our efforts were not in vain though... we finished first across the line at the Isle of Wight, winning the Class A race. The cheers on board were quite unmatched. After this everyone relaxed and we sailed to Greenwich with our spirits soaring.

Even if we had not had the added bonus of winning, the

experience was still so special and entirely irreplaceable. Being with so many people in such a small space can be both challenging and intense, but it does ensure you make friends that you'll have for the rest of your life.

Given the chance, I would grab the opportunity to sail on a Tall Ship again with both hands. I would recommend you do the same. ✦

## GET AFLOAT

Most Tall Ships are used for sail training but you don't have to be under-18 to get afloat:

Jubilee Sailing Trust

[www.jst.org.uk](http://www.jst.org.uk)

Tall Ships with disabled access

Classic Sailing

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

Tall Ships and trad boats

Tall Ships Adventures

[www.tallships.org](http://www.tallships.org)

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**A**s you sail north towards the Dardanelles, that narrow channel between Europe and Asia Minor that leads up into the Sea of Marmara, you come to a ragged brown island sitting off the southern entrance to the strait. This is Bozcaada, meaning 'barren' or 'red-brown' in Turkish. Pronounced as 'boz-carda', it is a convenient 'breathing space' stop before tackling the Dardanelles.

Most of us who rest here, before heading on, love the place. For sure, the ancients used it as well, because across the narrow stretch of water separating Bozcaada from Asia Minor is the site of Troy and the battle described in *The Iliad*. All the heroes, Achilles, Odysseus, Hector, Menelaus, Ajax and Paris are there. Helen of Troy sparked the whole affair by running off with Paris and



**TURKEY**

## Bozcaada

*Rod Heikell* relaxes on the island that feels as Greek as it does Turkish

the wily Odysseus ended it all with the ploy of a giant wooden horse carrying an unpleasant surprise in its stomach.

No doubt the ancients were familiar with this island and used it to shelter the giant triremes and tubby trading vessels alike. Bozcaada was called Tenedos by the Greeks and figured in the attack on Troy as a supply base for the mainland campaign. Over the years the island would have seen trading vessels and warships through the whole age of sail sitting in the harbour waiting patiently for the Meltemi Wind to die down.

### Upwind bash

The Meltemi blows northeast out of the Dardanelles and then arcs to blow from the north through the northern Aegean. This means you will be bashing against the wind when approaching from the south or southwest and it is hard going, to put



## BOZCAADA, TURKEY

39° 50' .05N, 026° 04' .33E



### Quaffable wine

The large castle built during Ottoman times (on older foundations) dominates the harbour. The village has some very nice tavernas and good shopping for most things. I say tavernas deliberately, as this island is something of a halfway house between Greece and Turkey. The island is Turkish, but the Greek population was excluded or forgotten in the population exchanges in the 1920s and the village has kept a distinctly Greek mien.

Bozcaada has had a reputation for good wine, no doubt thanks to its Greek residents, and the red is certainly worth a try. In recent years the village has become popular with rich Istanbulites and many of the houses have been sympathetically tarted up. This also means that some of the restaurants now serve very good cuisine. The Limon has a nice courtyard and the Sandal restaurant has outside tables shaded by trees.

### Visa matters

A yacht entering Turkey for the first time must go to a port of entry and get a transit log. You will be cleared in by immigration, the harbourmaster and customs, and though you can do it yourself, most people use an agent. The coast is patrolled by the Turkish coastguard, the Sahil Güvenlik, but it is rare that your paperwork will be checked. Most passport holders will get a 90-day visa on entry, after which you must leave, though the boat can stay, and then return after a 90 day gap. If you register with the authorities you can get a longer resident's visa.



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



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

Yachts moor stern-to the breakwater for protection from the northerly wind, while sailors seek refreshment under the castle

ALL PHOTOS: ROD HEIKELL

it mildly. The best policy is to head north in the spring or early summer when northerlies are less frequent and you can get southerlies at times.

If you are coming back down the Dardanelles from Istanbul then it is a sleigh ride all the way with the wind aft of the beam. When the Meltemi is blowing strongly you will only need to put a bit of genny out and hold on. Currents run west in the Sea of Marmara and then southwest down the Dardanelles so you will make good speeds going west.

Going up the Dardanelles you will have the current against you, which makes for a slow old trip. Care is needed around the shipping entering and leaving the strait itself – it is a busy stretch of water for commercial traffic.

### Getting in

The approach from the south is relatively clear of dangers and you

can pretty much sail up from Cape Babakale, where the Turkish mainland coast turns the corner. Heading north from Bozcaada, or approaching from the north, there are a cluster of islets and rocks you need to leave to the west.

Yachts berth stern- or bows-to on the northern breakwater where there is a good lee from the prevailing winds. If the Meltemi is howling you will be blown off the quay. There are



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laid moorings at most berths and a charge is made. In southerlies, the harbour is not a great place to be and you are better off in Canakkale in the Dardanelles or in Ayvalik, opposite the Greek island of Lesbos. ✦

**NEXT MONTH** Rod runs downwind to an exposed outpost of the Greek Cyclades. See more of his finest stops at [www.sailingtoday.co.uk](http://www.sailingtoday.co.uk)







# SALTWATER NOMAD

WHEN LIESBET COLLAERT MET A BEARDED SAILOR ON A 20FT BEACH CAT IN TAHITI, SHE WAS ASTONISHED HE'D SAILED THERE ALL THE WAY FROM FRANCE

“How did that tiny boat make it all the way here?” I wondered, staring at the violently bobbing, barebones beach cat of 20ft (6.2m), which was tied to the wooden dock. My husband Mark and I were exploring the lagoon of Fakarava, a beauty of an atoll in the Tuamotu Archipelago, smack in the middle of the South Pacific. The name of the custom-built cat was *Ma Louloute*, and her owner, the famous Swiss-French racer Yvan Bourgnon, was sailing her around the world...

A few days later, *Ma Louloute* – under spinnaker – passed our own 35ft Fountaine-Pajot catamaran *Irie* at 14 knots, while we were sailing a mere 6.5 knots. We were all going to Tahiti, where Yvan arrived well ahead of us, and stayed for two weeks. He communicated with the press, fixed a few things on his unique craft (a boat is a boat), met up with his brother Laurent, also a talented beach cat sailor, whom he had not seen in six years and who lives on the tropical island of Raiatea, and had a chat with me. Then, Yvan was off again for the next leg of his arduous 31,000-mile journey.

He left France on 5 October, 2013 and gave himself a year to complete the circuit, planning 27 stops. “As everyone with a boat knows, plans on the water always change,” Yvan says. He began the adventure with a teammate, Vincent Beauvarlet, to set a world record: “We wanted to be the first ones to sail around the world in a boat without a cabin and with one of the smallest sailboats to ever do so.” The first stretch to Morocco went all right, but, in the Canary Islands, Vincent jumped ship, leaving Yvan to battle the world’s seas by himself. “Encountering Mother Nature’s forces in a tiny, open boat is challenging, physically as well as mentally, and therefore not everyone’s cup of tea,” Yvan says.

He continued solo, crossing the Atlantic and capsizing during a heavy storm with 60 knots of wind. “I had to remove the sails underwater before finally righting the boat again.” Then, he spent almost two months in Martinique to repair *Ma Louloute*, adjust her so she could be singlehanded more easily, “and make it more practical to right her, in case of another flip”; which happened again soon after.

Once in the Pacific, things started to go Yvan’s way. “The gentle trades pushed me towards the Galapagos Islands and ideal weather conditions offered pleasant downwind sailing, all the way to French Polynesia.” This biggest stretch of ocean was conquered in 19 days, the same time it took him to cross the moody, but smaller Atlantic. “Visiting the

Marquesas and Tahiti is one of the highlights of my circumnavigation,” he adds. As a child, he attended school there, while sailing around the world with his parents and older brother. He made a lot of friends, and fond memories lured him back to the archipelago.

Repairs and personal injuries define how long Yvan stays in one place; weather influences his passages. A detour to American Samoa preceded a stop in Fiji, followed by Vanuatu and Bali. Then, the “challenging Indian Ocean” awaited with “hot temperatures and monsoon season”. On this second longest leg of his tour, nasty weather was anticipated, gear broke and Yvan had to climb his mast mid-ocean to fix a stay. The Red Sea is another 1,200nm hurdle of “endless tacking and dodging pirates”. The Med is the home stretch and he had hoped to arrive back in Les Sables d’Olonne this year, although a recent crash into rocks off Sri Lanka will necessitate more time-consuming repairs.

While the usual cruising boat is equipped with all kinds of electronics – we love our GPS, AIS radio, chartplotter and weather data – Yvan’s isn’t. He navigates *Ma Louloute* “without weather forecasts and GPS, using only a sextant and paper charts”; an Iridium phone and VHF radio

provide his only real contact with the outside world. Since he doesn’t have a roof above his head – he sleeps outside, usually on the ‘wings’ of the cat – he has an infinite view of the stars but the sun is relentless. “It is my biggest enemy,” he says. “Already once I suffered from heatstroke.”

Pelting rain, and crashing waves without shelter make for a damp environment, and incessant winds become tiring. “In those conditions, my umbrella does not do the trick.”

Luckily, the weather doesn’t always interfere with Yvan’s transitory sea life. Those moments, watching playful dolphins or breaching whales, trimming the sails, having a simple meal (“I have a fast cooker to boil water which I pour over freeze-dried food.”), or napping on the trampoline become pleasant activities. And, when it rains again, it can be used as drinking water: “I always have some bottled water upon leaving a harbour and I have a manual watermaker in case of emergencies, but usually I collect fresh water from the sails.”

Collecting rainwater. It seems to be the only thing we have in common with Yvan’s unusual adventure. ✦

*‘Collecting rainwater seems the only thing we have in common with Yvan’*

PHOTO: DENIS TISSERAND

**FOR MORE ABOUT** Yvan Bourgnon and his challenge to sail around the world in cabin-less *Ma Louloute*, take a look at [www.ledefidyvanbourgnon.com](http://www.ledefidyvanbourgnon.com)





## GULL'S EYE

## SWANSEA MARINA

## Toby Heppell finds a sheltered, lively marina, with plenty to keep you amused

**Main:** As a town centre marina, Swansea loses in looks but gains in facilities for a longer stay or visit

Stepping out of Swansea railway station, I was disappointed to note that my preconceptions of the city looked to be bang on the money. Boarded windows follow betting shops follow boarded windows. That is until, as if by magic, you find yourself in the maritime quarter at the southern end of the city, 10 minutes walk from the station, and discover a recently redeveloped, vibrant, bustling metropolis. Happily, this is exactly where Swansea's impressive marina sits.

Being a city marina, there is a slight lack of personality. But this is the price you're going to pay for any marina so close to the hustle and bustle of a busy city, so well connected and with so much to do.

As Keith Batten mentions (right), the nearby beach is popular, so too the exercise-trail, which consists of a range of different exercise machines along a pretty walk – more fun than it sounds, apparently. Elsewhere there is a huge watersports/leisure complex, very nearby, which was (I'm

told) Wales' most visited attraction for a time – though what meaning we're to ascribe to that claim is, frankly, beyond me.

On site, pubs and restaurants abound and a short walk towards the city centre brings up yet more options, to the point where making a specific recommendation is a tricky affair. The Pump House pub near the marina lock came highly recommended for food, which looked tasty and reasonably priced



and they do an excellent beer by the name of The Rev. James by Welsh brewery Brains – highly recommended. For breakfast, Keith usually heads into town where you can find Franco's café, though there are plenty of options in the marina too, including Dilwyns, a popular cafe/cake shop.

For those in need of a little virtualising, there is a small shop on site and also a Tesco and Sainsbury's within easy walk of the marina itself.

## Local berth holder

**Keith Batten – Beneteau First 25**



**"We have been** here since 2005 and absolutely love it. When we first got our berth

here we were at the other [western] end of the marina, but we have slowly worked our way down towards this slightly more sheltered end.

"We live about 20 minutes away in Bridgend but, to be honest, we rarely go into town there anymore, instead we are more likely to come down to

the boat to enjoy the city and everything that is on offer here. We often have our grandson come to visit and on those occasions we tend to go to the beach and love to do the exercise trail too.

"We love it here, the staff are really helpful, there's excellent sailing and loads to do."



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### Station

Swansea train station is an easy 10–15 minute walk which is preferable to waiting for the (fairly irregular) bus

### East Basin

Aim for the westerly end of this east basin as it is slightly more sheltered than the easterly end

MARINA OFFICE

**GULL'S EYE**

# SWANSEA MARINA

51° 36' .43N, 003° 55' .67W





### Private moorings

After entering through the barrage, the first moorings you come across are privately owned by the Swansea Yacht and Scuba Club

## FACTFILE SWANSEA MARINA

**Contact:** +44 (0)1792 470310

[www.swanseamarina.org.uk](http://www.swanseamarina.org.uk)

**Facilities:** Electricity, fuel (8am to 7:30pm), showers, 65t hoist, restaurants, Wi-Fi,

**Tides:** Dover -0500

**VHF:** Marina Channel 18,  
Swansea Barrage Channel 80

**Costs:** From £12.15 per day (6.5m)

### VISITOR BERTHING CHARGES

Daily	From £12.15
Weekly	From £76.55
Monthly	From £257.22

### USEFUL CONTACTS

Marina office	01792 470310
Tourist information	01792 468321
Leisure centre	01792 466500
Pump House pub	01792 651080
Museum	01792 653763
Franco's Cafe	01792 475777
Force 4s	01792 465570
Dilwyns Cafe	01792 652655
Salento Restaurant	01792 446700
Yacht Repairs	01792 465570
Swansea MCA	01792 366534
Yacht Broker	01792 465550

### Easy entry

Entering the outer harbour area is easy and it is well marked. However, the tidal range makes life trickier at LW







SWANSEA: 51° 36' .43N, 003° 55' .67W

# PASSAGE PLANNING

As anyone who has done any sailing whatsoever in and around the Bristol Channel will attest, the key here is the tide – and planning around that tide. Principally this requires thorough preparation before departure. However, with Swansea sitting just within the mouth of the Bristol Channel, the shallowness of the River

**Above:** Looking northeast, the Brecon Beacons loom in the background

Tawe and the associated lock/barrage timings for entry to and exit from the marina are likely to be the main factor in passage planning. The tidal range may still mean fighting an adverse current, to be avoided if at all possible, but is less of a problem than further up-channel.

The Barrage (through which you must lock) seals the junction between the River Tawe and Swansea Bay. If approached at low water (no mean

feat with only 1m of water in the main channel at springs) the tidal range makes this a deeply intimidating sight.

Swansea Marina is set in a former commercial dock, which lies on your port hand side as you exit the barrage lock. Directions are simple enough with clear signage indicating where visitors need to go. Don't be confused by the moorings for the Swansea Yacht and Sub-Aqua Club, which sit dead ahead upstream as you clear the

## Swansea Marina

### VISITOR BERTHING CHARGES

Summer	April – September
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Weekly	£12.51/m
Monthly	From £42.16/m
<b>Annual</b>	<b>From £251.94</b>



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## CRUISING GROUNDS

There are options aplenty for both a day sail and for the more adventurous. Despite its reputation, the Bristol Channel offers some fabulous cruising (see the piece on the Channel in the June issue of Sailing Today, ST206).

Many of those who visit Swansea come from up-channel ports, such as Cardiff or Newport on the Welsh side or Portishead on the English. Those who want an up-channel adventure could do a lot worse than going to Lydney, which is an amazing trip for testing pilotage and navigation skills. There can often be 6 knots of tide across the entrance, so you have to ferry glide into the lock. It's worth it, though, as this old commercial port is a real idyll, full of reminders of this area's seafaring past.

Close to home there is some excellent sailing to be had in Swansea Bay itself and The Mumbles nearby is always going to be a popular destination. This headland sited on the western edge of Swansea Bay forms a part of the popular Gower Peninsula, which was designated as the very first 'Area of Outstanding Natural Beauty' in the UK.

Further afield, Ilfracombe is about a four hour sail to the south and makes a perfect day trip. Further to the west lies Lundy Island, located 12 miles off the coast of Devon. Beyond that, Padstow and the North Cornish coast await.

Sticking to the Welsh side of the channel, sailing west along the coast will bring you to Tenby and then Milford Haven. For longer trips and holidays, Ireland and the Scilly Isles are popular destinations.

barrage. Despite being officially managed by the marina, they are private berths and cannot be used by visitors. Instead you must proceed to port into the marina lock.

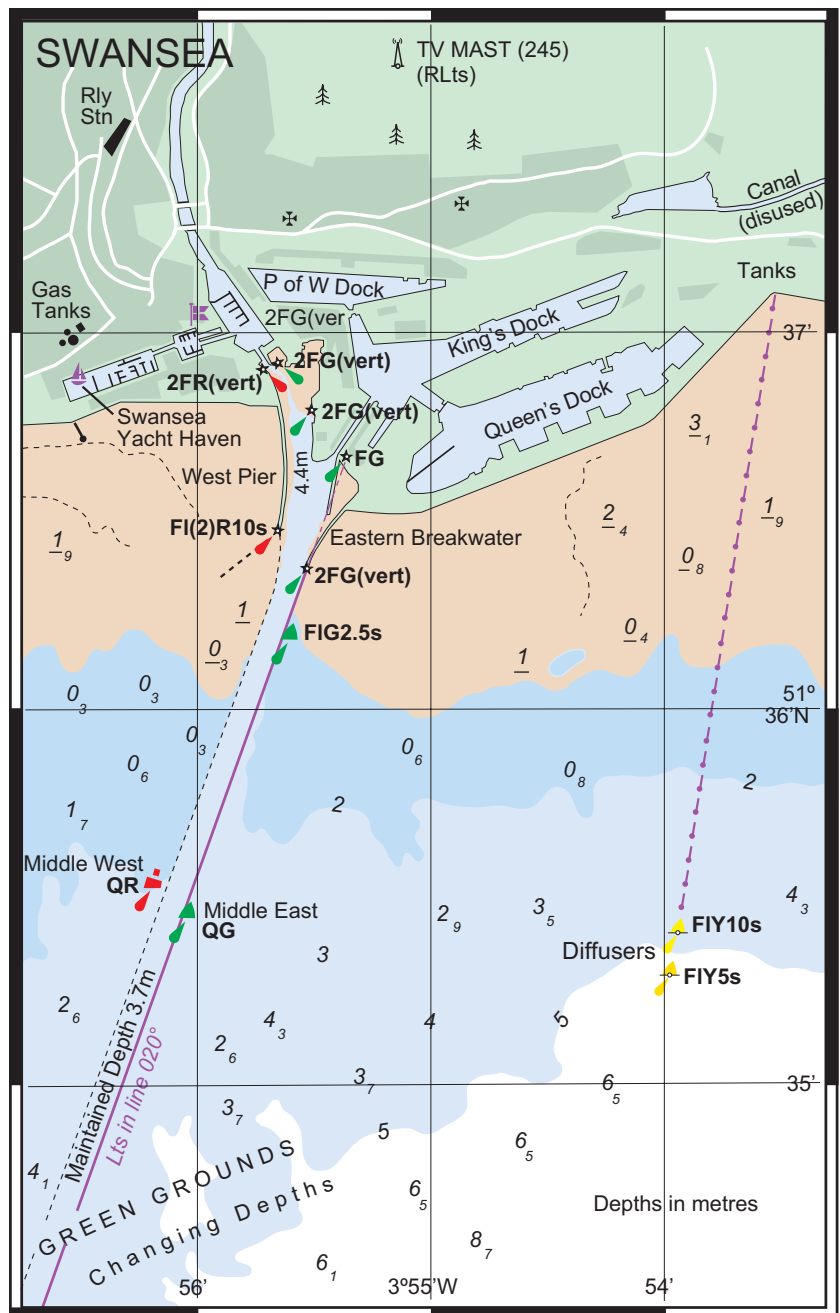
The marina's own lock maintains the water levels within 1m above the impounded level past the barrage. In a similar manner to Cardiff, the water

on VHF Channel 80 and the marina lock on Channel 18, though both are operated by the same team.

The barrage lock has fixed hours, and cannot operate at LW springs.

*'Tidal range makes [the barrage] an intimidating sight'*

in the River Tawe is maintained at all states of the tide, never drying out. Entry and exit through both the marina lock and the barrage is simple enough with the usual traffic light system in use. The barrage operates



Below left: A number of cafes are on-site

Below right: The lock can be busy in the summer





# First rate

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## In fine spirit

A top-end tippie

If going all the way to Croatia on a wine charter is not your cup of tea (or bottle of wine, see *right*) but you still fancy a tippie on board then this is *the* flask you should take with you.

Called the 'Great American Flask' it holds 9oz (255ml) of your favourite drink and is handmade from copper and covered with Horween Dublin leather.

We particularly like the cork stopper that is tethered to the flask itself, so one can open it with a single hand and teeth (with a satisfying 'arrrrr') for a nip of something fortifying when at the helm in 40 knots. Or perhaps it is best saved for swigging from when you return to your berth...



- [www.foxandhardy.com](http://www.foxandhardy.com)
- £175



## Croatian wine charter

Wining and dining (and sailing)

Bringing a whole new meaning to the phrase 'booze cruise', the Adriatic Wine Odyssey offers skippered trips in high-end yachts around Croatia's Dalmatian coast. The charters take in wine tastings in some of the oldest continuously cultivated vineyards on Unesco's World Heritage list.

There are seven-day and four-day voyages, though we would be inclined to take the seven-day, given the travel time to get there and back. There are a number of different charter options taking in various parts of the coastline to a lesser or greater degree. The picture (above) is for the 'Six Islands, Two Mainlands' voyage which starts in Kastela and ends in Primosten.

The yachts available are all luxurious mono or multihulls and can take six guests. All of the wine tastings and meals (three courses each evening) are included in the price.

- [www.adriaticwineodyssey.com](http://www.adriaticwineodyssey.com)
- €2,500 per guest for a Premium 7-day voyage

## From fishing boat to furniture

Furniture made from (colourful) broken boats

This colourful furniture is made from wood taken out of West African fishing vessels that either have no useful life left or have been wrecked. Spaniard Ramon Lluch came up with the idea to 'upcycle' them after seeing the boats and their 'mysterious symbols and intricate patterns'. The resulting creations, everything from coffee tables to a football table, have a certain jolliness about them. Local craftsmen discuss how to use the wood according to its colour and size and each piece of furniture becomes unique, as no two fishing boats are the same. Of course, there will be those unwilling to pay for what is, in effect, re-used junk wood. However, we at *ST* think this is an excellent use for a boat that might otherwise sit and rot. As Ramon says: "The value is not only in the appearance, but also in the history of each boat."

- [www.artlantique.com](http://www.artlantique.com)
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Left: Once a fishing boat, now a coffee table  
Below: A colourful (and bold) storage solution







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# JIMMY'S ODYSSEY



## Part III: Crossing the Arctic Circle... and then turning back

There is a certain fascination to crossing specific lines on a chart, be it the equator, international dateline, tropic of Cancer or Capricorn, Antarctic or Arctic Circle. In my many years of wanderings I have passed them all while on passage to some distant destination. But sailing across the Arctic Circle this time has a unique significance as my current voyage has a specific purpose: a transit of the Northwest Passage. My daughter Doina and granddaughter Nera are sailing with me, as both had played a major role in inspiring me to undertake this voyage.

Those who have braved the challenges of the Northwest Passage in recent years have determined that a successful transit only counts if their track had crossed the curved line of the magic circle near Davis Strait in the east and Bering Strait in the west. From that point of view, we were now truly on our way and we celebrated the moment with a glass of champagne.

Using an orange as convenient sphere, I explained to Nera the meaning of the Arctic Circle. Spanning the Earth at 66°33'27" N, its location is determined by the angle of inclination of our planet as it revolves around the sun. That same angle also dictates the seasons and the fact that we are now well above 70°N, we will have continuous daylight during a brief Arctic summer.



### Between icebergs

We made a last stop at the colourful port of Aasiaat, the last place where we could buy fuel and fresh provisions for the tough passage ahead of us. We spent the last day cruising through Greenland's spectacular Disko Bay, a vast area where several glaciers calve icebergs into the sea. The mightiest of them all is Sermeq Kujalleq Glacier and as we got closer, the mass of icebergs that had been recently calved formed an impenetrable barrier.

Clockwise from top left: Jimmy sailing past an iceberg in Disko Bay; more bergs on the run up Kangalua Fjord; three generations – Doina, Nera and Jimmy; an Arctic evening



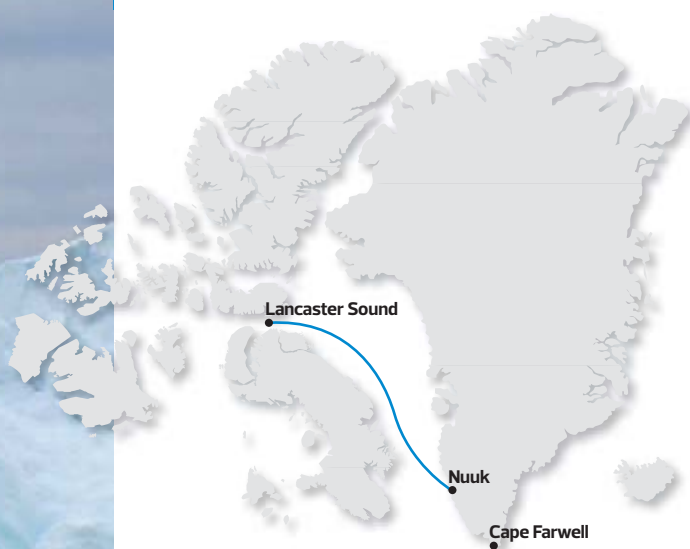
We sailed slowly alongside it, savouring the splendour of nature's artistry. As we slalomed through the crowded waters, we took turns to gasp at the amazing shapes of nature's sculptured behemoths, while catching brief glimpses of humpback whales surfacing with a blast of steam after a deep dive feeding in these rich waters.

After exactly one month to the day, we bid farewell to Greenland and set a course across Baffin Bay to the Canadian side and Lancaster Sound. Those icebergs continued to keep us





PHOTOS: JIMMY CORNELL



and establishing beyond any doubt the existence of this waterway linking the Atlantic and Pacific Oceans. Neither these ships nor any of the 129 men were ever seen again.

### Tough decision

On the shore of Beechey Island are the graves of the men who had died during that first winter, as well as several memorials dedicated to the members of this tragic expedition. For sailors attempting a transit of the Northwest Passage, the site is a place of pilgrimage, and, having anchored *Aventura* in Terror and Erebus Bay, we made our way ashore to pay our respects. Our stop at Beechey Island was tinged with sadness, not only because of the tragic events of all those years ago, but also by our decision to abandon our attempt to transit the Northwest Passage this summer. With the ice situation showing little improvement, even if a late transit may become possible, we could face the prospect of being unable to reach the Pacific before the seas start to ice up again. In such an eventuality the only solution would be to overwinter somewhere in Arctic Canada or Alaska, something that I was not prepared to do. It was therefore decided to turn around and sail back while the weather conditions in the North Atlantic are still favourable. We're now on passage for the US east coast. ✦

company, and on our toes, during our 500 mile passage to Lancaster Sound. This is the start of the intricate part of the Northwest Passage, much of which is still choked by ice at this time of year and thus not navigable. However, with the arrival of summer, the ice starts its brief retreat making it possible to negotiate these challenging waters.

To be able to take prompt advantage of an improvement in the ice situation and be ready to go as soon as conditions are favourable, we headed for Dundas Harbour, a bay on the south coast of Devon Island. As we made our way slowly through the poorly surveyed area, we passed a noisy colony of walrus, then noticed ahead of us a whitish shape moving swiftly through the water towards the nearby shore. A polar bear. As it reached shallow water, it stood up, looked in our direction, then started climbing a steep hill behind the beach. Every now and again it turned with a quizzical look towards



*Aventura*. I suddenly felt rather embarrassed by my purchase of an ex-Soviet Army rifle in Nuuk, to be used in self-defence against such a beautiful animal.

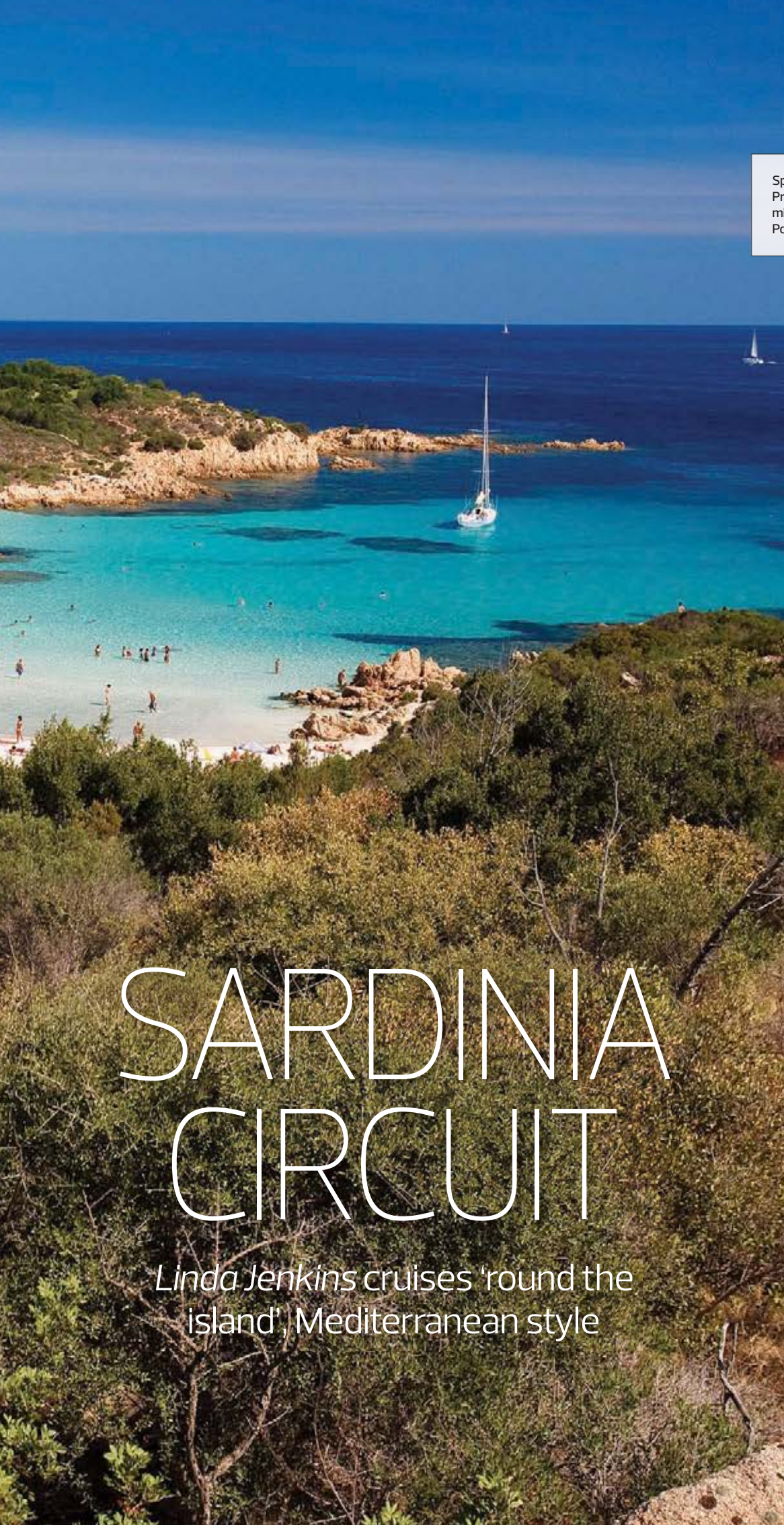
Located at the western end of Lancaster Sound, Beechey Island is the site where the ill-fated expedition led by Sir John Franklin, spent their first Arctic winter in 1845-46. Two well-equipped ships, *Terror* and *Erebus*, had left London in May 1845, with the task of completing the charting of the Northwest Passage,

**READ MORE:** Jimmy Cornell is posting extended write ups about his Blue Planet Odyssey at [www.sailingtoday.co.uk/cruising](http://www.sailingtoday.co.uk/cruising)









Spiaggia del Principe, a few miles south of Porto Cervo

# SARDINIA CIRCUIT

*Linda Jenkins cruises 'round the island', Mediterranean style*

It's funny how we all form an image of a place in our minds before we visit. My preconceived image of Sardinia was one of billionaires and superyachts. Indeed, on the Costa Smeralda this is the case but it is definitely not how I wish to describe Sardinia to you. The Costa Smeralda is only a 20 mile section of a coastline that is 1,150 miles in total. The rest of Sardinia is not glamorous or glitzy, and all the better for it.

For a start Sardinia is vast, with dramatic and varying landscapes; from cliffs to marshes to long sandy beaches and dunes. Inland it's a mix of rugged mountain ranges, hills, gorges, sweeping plains and forests of cork oak. Most of the population lives in the larger towns and cities. So, largely undeveloped, the downside is that sometimes the shoreside facilities are scant, particularly outside of the July to September holiday season. On the other hand, if you sail there you get miles of deserted beaches, stunning scenery and uncrowded, attractive anchorages. For me, though, the beauty of Sardinia is to be found in its history, culture and people too.

## **Sardinian 'must sees'**

There is good sailing on the north coast. Many passage-makers take advantage of the prevailing northwesterly wind to reach from the Balearics to Alghero in Sardinia – not only a safe harbour with a choice of several marinas, but also an interesting Spanish style walled city famous for its red coral. Sailing north from here, you pass the splendid Capo Caccia and follow the exposed coastline around to the shallow Fornelli Passage between the island of Asinara and the mainland – not for the faint-hearted and only preferable with settled weather.

Stintino is the first useful stop in the Gulf of Asinara. The marina here is

HEMIS / ALAMY



reasonably priced but boats can also anchor for free in the harbour. It's a sweet little town with two inner ports; a beautiful beach nearby; plus ferries over to the Island of Asinara, a former penal colony that is now a national park famed for its wild albino donkeys. Further into the Gulf, Castlesardo is a pretty hilly promontory town and castle. It makes a very sheltered stop, particularly if you are waiting for a blow to pass before you attempt the Strait of Bonifacio. The Strait can be rough, as well as busy with ships and ferries, and full of hazards. At the closest point Sardinia and Corsica are only seven miles apart.

Once through the Strait you arrive at the most popular part of Sardinia. The Costa Smeralda and the Maddalena Archipelago in the northeast undoubtedly make fantastic cruising grounds, offering many pretty anchorages, safe bays and harbours. With seven main islands and many more islets it is definitely an area not to be missed. The mistral can blow up very quickly from the northwest but there's always shelter to be found.

We had a hairy moment in Arzachena when the wind picked up unexpectedly. The boat was at anchor and I was underneath changing anodes on the prop in my dive gear. The anchor dragged and we drifted off with me in tow. After the initial shock and frantic action we easily found better shelter nearby to finish the job and overnight. With fantastic rock formations, white sand beaches,



PHOTOS: LINDA JENKINS

turquoise waters, the Maddalenas are a marine reserve and indeed deserve a whole article to themselves. And if you tire of fantastic sailing and fancy a slice of history you can disembark to the house on the Island of Caprera where Garibaldi died and was buried. A great sailor, general and politician, Garibaldi was one of the architects of Italy's unification, but lived humbly.

Another must-see in this area is Porto Cervo, where Harrods has

Clockwise from top: The island's dusty capital has an impressive old town; Street living in Carloforte on the island of San Pietro; anchored off exclusive Porto Cervo



## SARDINIAN FESTAS

There are many wonderful rustic and traditional festivals in Sardinia, often involving horses and fantastic costumes

Information is not easy to come by, but here are a few of the best summer festivals

### 1-4 May, Cagliari: Sant'Efisio

A procession of 5,000 costumed people and flower-laden carts pulled by oxen commemorates the Saint who rescued Cagliari from the plague in 1652

### 18 May, Sassari: Cavalcata Sarda

Massive horse race to the Ippodromo (stadium)

### 1-12 May, Olbia: Festa di San Simeone

Hundreds of riders in a stunning equestrian event

### 8 June, Belvi: Cherry Festival

### 3-5 July, around Sedilo: L'Ardia di San Costantino

Horse races in the streets. Celebrations continue into the night...

### MUST SEE

#### Maddalena Archipelago:

Fantastic cruising grounds

#### Porto Cervo:

Designer shops, Bugattis and yachts

#### Nora:

Great anchorage with Roman ruins

#### Malfatano:

Crystal blue anchorages

#### Zafferano Bay:

Magical at sunset

opened its first Italian store. We were warned that it was difficult to stay in Porto Cervo, that it was buoyed with no space for anchoring, but we found quite the opposite. Drop anchor in the harbour, just off the manicured lawns of the swanky real estate, and go ashore on the Porto Vecchio side for a "passeggiata" along the designer shops and the moored-up superyachts. The town is actually quite small, with only a few hundred permanent residents, but the shops and Bugattis are worth a peek. A marina berth is exorbitant, as are all the marinas around, but there are many anchorages in the area.

## East coast day hops

At roughly 20 miles south, Olbia is handy for picking up any newly arriving crew members. Olbia itself is





*'scenery here is reminiscent of Tolkien's mountains of Mordor'*

uncharming: the port approaches are lined with mussel beds and the ferries frequent. The little marina is not cheap, but has a free taxi service to and from the airport and is handy for provisioning. In the town it is also possible to anchor off the large concrete mole or go alongside, but beware of a lump in the fairway and foul ground.

Heading on south, you pass the 500m-high Isola Tavolara (you can allegedly dine with the island's own king) and after an attractive anchorage at Cala Cavallo, it's day hops all the way down the stunning east coast. With a northwesterly it is an easy reach all the way along the coast and, whilst the marinas are not cheap between July and September, the anchorages can be a bit roly. It's good also to keep an eye on the

weather because it can easily turn from NW to SE along this coast, which makes for a long beat. Caletta is a pretty seaside town with a long sandy beach and from Arbatax in summer there are excursions on a rickety green train into the mountains or boat trips to the Blue Caves. The scenery along here is imposing and beautiful, reminiscent of Tolkien's mountains of Mordor.

Onto the south coast, Villasimius on the southeast corner is a pricey marina amidst several anchorage possibilities, but beware of the swell if you anchor off the beach.

Further west in the capital city of Cagliari there are several mooring options. Just on the other side of the "Devils Saddle" headland lies Poetto beach, which offers good anchoring for all except southeast to easterly





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winds. The beach is very busy and has places to eat, open all year. In Cagliari itself, there are a number of marinas, but the most reasonable is the Marina del Sole – rickety, but very sociable.

Cagliari is not glitzy. The centre is a Pisan walled city on a hill with a beautiful colonnade along the port filled with bars and shops. Climbing up to the scruffy old city ramparts affords worthwhile views of the sea and you get a good feel for the Sardinian people here. They seem politely shy and family-focused at first, but they love to chat, are usually willing to speak English and are very proud of Sardinia. They follow the wonderful Italian habits of “sprezzatura” (nonchalance) and “farniente” (idleness) and have turned lounging on the beaches into an art form.

## Historic hidden gems

Inland is one of the best examples of the thousands of Nuraghic buildings, but you really need a car. Take public transport and it's a bus ride there, but a train and bus back. Over 3,000 years ago, villages were built up around these round fortress towers and added to by the Romans over the years. The Nuraghe at Barumini is a World heritage site and it's a real treat to scale the towers.



### PLEIADES

**Bowman 49**

Designed by Holman and Pye

**LOA:** 49ft (14.9m)

**Beam:** 13ft 5in (4.1m)

**Draught:** 8ft 2in (2.5m)

**Displacement:** 22 tonnes

**Built:** 1998

**Engine:** Perkins 90M

**Builder:** Bowman



**Above left:**  
Sardinians have a sweet tooth  
**Above right:** Festas on the island are a riot of colour and costume



Within a short sail from Cagliari lie more ruins. They are still uncovering a whole Roman town on the promontory at Nora. Good anchorages either side offer shelter from all except southeasterly winds. There's a theatre, temple and intact ancient streets, and apparently more remains under the sea, just waiting to be discovered.

The prevailing wind in this part of Sardinia makes for easy sailing. There are many small bays for a picnic hook, and if the wind picks up from the southeast, it can be rough for two to three days, but there are good sheltered marinas at Teulada and Calasetta (Sant' Antioco Island) and the Gulf of Teulada has wonderful anchorages including a choice of three at Malfatano.

*'There's the hidden gem of Zafferano Bay. It becomes quite magical'*

Then there's the hidden gem of Zafferano (saffron) Bay. At sunset the sheltered, sand-duned bay assumes its golden hue, all the local boats head home and, as it is only accessible by sea, it becomes quite magical. The downside is you can't venture further inland than the beach, unless you are undeterred by unexploded bomb signs, but that's also part of its charm and feeling of seclusion. Another worthwhile destination in this area is the Island of San Pietro with

## Local produce to try

**Bottarga** – smoked mullet caviar. Used in pasta dishes

**Carta de Musica** – paper-thin bread

**Pecorino** – Sheep's cheese

**Mirto** – strong fruity digestif

**Carne di carraxiu** – buried, cured meat, usually a suckling pig, lamb or calf

**Ricci di mare** – sea urchins

**Pardulas** – small lemony cakes stuffed with sweet ricotta

**GET IN TOUCH** Got a favourite Sardinian anchorage?



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anchorages at Guidi and Caletta plus pretty Carloforte fishing port with its pastel-coloured balconied houses from 18th Century Ligurian origination.

Compared to other Mediterranean islands, Sardinia lacks infrastructure in places. However, being unspoilt is definitely charming. The interior is rustic and scruffy, home to 4m sheep, plus wild ponies, pigs, mouflon, deer and eagles and dotted with many historical remains. The Sardinian people champion their traditional food and events and it's wonderful to experience one or more of the truly memorable festivals if you can. You can enjoy exhilarating sailing here with some marvellous anchorages, and explore the history and culture unhurried by sightseeing hoards. ✨



### ABOUT THE AUTHOR

**Linda** and Martyn (and their two cats) have been sailing away from the UK onboard *Pleiades* for the past five years, covering 12,500 miles. Martyn started sailing aged 14 and Linda grew up with brothers who sailed dinghies.



On test







# Breton bulldog

Sam Fortescue unearths a mini  
bluewater cruiser among the rocks  
of South Brittany



### *Motor murrur*

The 14hp Yanmar makes quite a racket under the cockpit sole, but it is easily accessed at least, via a long panel in the stern cabin



**A**mong the inlets and hidden harbours of south Brittany, a boatbuilder has been quietly turning out craft with weird and wonderful names for almost 10 years. A decade skippering charter boats in the French Caribbean for founder Denis Bourbigot has clearly left its mark on a series he christened the 'Malango'. And there's something quirkily French about the design, as well. The boats are drawn by Breton naval architect Pierre Rolland, who favours a purposeful plumb bow, hard chines and a wide stern. The racing pedigree is immediately obvious, and in fact, the design is derived from a singlehanded mini Transat racer. And yet, the boat's raison d'être is to provide a sporty sail for cruising sailors.

"It's all about the pleasure of sailing," says Denis with a gallic shrug. "I set up the company to be doing something I liked and it's grown to 11 employees." Denis remains very hands-on, having handed the administration side of things to partner Pascal Benois. "I like working with my hands," Denis adds.

The techniques used to build the Malango are decidedly modern.



### *Muscular lines*

Pierre Rolland drew the boat with a double chine, which is strongest on the quarter, where it digs in to the water and provides stability and resistance on the heel. Note also the short double rudder and, just ahead of it, the circular footprint of the built-in beaching legs, which slide down through the cockpit

## *'Its rasion d'être a sporty sail for cruising sailors'*

Vacuum infusion spreads the resin evenly through the layers of fibreglass and honeycomb-cell felt for the minimum weight.

The coachroof uses foam sandwich construction, and the spars can be made in carbon (a necessity for the boat to make her Category A rating), to save weight. All this serves to keep

the boat down to 2.8t for her 29ft 2in (8.9m), including an 850kg hydrodynamic T-keel. The keel swings up to give a variable draught of between 2.3m and 1m. But at its fullest extent, the deep draught and light hull makes it possible to fly a decent 56m<sup>2</sup> (602.8sqft) of mainsail and genoa going upwind. With her wide stern and chines, the hull is admirably stiff and the boat fairly accelerates into every gust with very little complaint.

While we're on the stern, it's worth noting a key feature of the boat, and one of its chief concessions to cruising: the transom includes a deep



### Stubby bowsprit 1

The stubby stem fitting doubles as a means of recovering and storing the anchor, and as a tack point for optional furling asymmetric



### Acres of space

Notwithstanding the wide-angle, the cockpit is big for a 29ft boat, with good perches and a well designed table

2.1m recess which perfectly accommodates a 2.4m dinghy. Being low to the water, the cut out for this dinghy garage doesn't intrude on the stern cabin, but forms part of the structure of the stern berth.

### Sporty behaviour

Once we've picked our way out of the closed inner harbour of Concarneau ("You must respect the channel," Denis tells me solemnly, despite being close to the top of an enormous tide), we scoot upwind at an easy 7 knots, heading some 40° off a true wind of 13 knots. Reaching up and down off the beach at nearby Port-la-Forêt, dodging waterskiers, we settle into a 7.8 knot lope and we hit 9 knots surfing back downwind flying the 75m<sup>2</sup> symmetrical spinnaker.

The tiller is reminiscent of a Figaro II (see ST209), controlling the two rudders via a stainless steel linkage set in plain view between the deck and the mainsheet traveller which straddles the transom. It is light and responsive, but between 7.5 and 9 knots, an awkward vibration starts up that wasn't apparent at slower speeds. Denis tells me he's hit 17 knots downwind in a blustery Force 6, by which point the vibration has disappeared.

The boat is small enough that the mainsheet can be hand trimmed, via a swiveling cam cleat in the middle of the cockpit. There's also a fine tuning line. The mainsheet traveller and the backstay controls are both close to

hand for the helmsman, as are the primary winches. Annoyingly, the liferaft is also close at hand, stowed on deck where the helmsman has to scramble over it in the tack. It no doubt makes sense from the safety perspective, but it's a nuisance.

Although this is a sporty boat, she's very well behaved, reluctant to broach (you can really feel the chine digging in aft) and therefore easily handled by one. The genoa is on a furler and the sheeting point is controlled not by a traveller (keeping the side decks clear), but by the increasingly fashionable light eye on a Dyneema stop – a barber-hauler which can be pulled closer to the centreline or slacked off.

### Ingenious interior

The cockpit is huge, and really provides the focus of the boat. There are useful footholds along the centreline by the table and closer to the quarter further aft, so the helmsman can perch in great comfort and perfect dryness on a specially lowered stretch of teak-clad coaming, whatever the angle of heel. There are two deep lockers in the after coaming, a big lazarette to starboard and two small circular lockers whose purpose isn't clear to me until Denis brandishes a beaching leg. This screws into a stump hidden behind the round locker door, and



PHOTOS: JOE MCCARTHY



### Tiller steered

A no-nonsense linkage makes tiller steering a breeze, though the liferaft gets in the helmsman's way during the tack



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### Soft furnishings

1

By contrast to the rest of the boat, the seat cushions felt a bit like a cheap after thought. There's storage beneath and lots of colour options

### Keel box

2

You'd barely know it from the slim profile but the saloon table with its window houses the keel-lifting hydraulics

3

### Plenty of light

3

The saloon windows are large, letting in lots of light. Note that the Mojito sister ship has an even higher coachroof for more light

*“Sailing in this will be fast and family friendly”*

### Striking minimalism

A sleek-looking coach roof with large windows provides decent headroom below (although not as much as IDBMarine's new Mojito, which has the same hull but an almost square coachroof - see p14) and reasonable light. The version we tested was fairly Spartan below, but offers a 2m-deep double berth in the fo'c's'le, a deep double on the port quarter and two saloon berths.

There's a gimbaled double hob and a round sink to port that provide a simple cooking capability, while to starboard there's a cosy heads compartment with a built-in shower. The brilliant white finish to bulkheads and ceilings makes these spaces feel warm and capacious in the bright Breton sun. A largely

token 'chart table' is really no more than a ledge to rest books and almanacs and also accommodates the boat's electronics – a B&G plotter and VHF as standard.

More serious is the large saloon table, which does an effective job of hiding the keel case. That said, ours has a Perspex window in the top, through which you can see the custom-designed hydraulic ram doing its thing. Pascal tells me that the system is designed to unlock if the keel strikes a rock, for instance, providing some slight cushioning of the blow. In normal operation, the ram takes about 90 seconds to raise or lower the keel, drawing on the domestic battery. There is no way to manually raise the keel, however.

The overall effect is of quite striking minimalism – convivial enough for up six people, but fairly simple. Nonetheless, you could easily cruise four-up for a week or more in comfort, as long as there weren't too many secrets between you. And the sailing would be splendid – fast, fun and family-friendly. ✨



the whole slides down and locks to provide a platform for drying out. Very ingenious.

The cockpit table is a solid piece of stainless steel tubing and Perspex which doubles as a handhold when moving about. It's an aesthetic that won't appeal to everyone, but it demonstrates how much of the 11ft 4in (3.7m) beam is carried aft that the table in no way bungs up the cockpit. It also provides some useful storage space.

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



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## VERDICT

**At a touch** under 30ft, the Malango 8.88 is shorter than some of the boats we've reviewed in our small boat section. But she has the heart, soul and the capabilities of a larger cruiser, so we felt she deserved a more thorough review here.

Her lithe, sporty lines and muscular performance mark her out from the many gaffer-likes produced in Britain – we simply don't have an equivalent to the Malango that I'm aware of. She's fast, but stable and easy to handle, making her good for family cruising or outings with friends.

She's been designed to a firm cruising brief, with the ability to dry out easily on sand – perfect for her native Brittany and with a few modifications – renewables, watermaker, extra electronics – she'd make a capable, but cosy, bluewater cruiser. That's why she's able to make a European Category A rating and indeed one of the 11 boats built so far has crossed the Atlantic to the Caribbean.

**SAILING ABILITY:** ★★★★★

**COMFORT:** ★★★★★

**BLUEWATER:** ★★★★★

## THE SPEC

**PRICE FROM** €73,800 (€91,853)

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

**LWL:** 28ft 7in (8.7m)

**Beam:** 11ft 3in (3.5m)

**Draught up/down:**  
3ft 3in/7ft 7in (1.0m/2.3m)

**Displacement:** 2.8 tonnes (6,173lb)

**Upwind sail area:** 603sqft (56m<sup>2</sup>)

**Spinnaker:** 807sqft (75m<sup>2</sup>)

**Water:** 100lt (22gal)

**Berths:** 4/6/8

**Engine:** Yanmar 2YM15 14hp

**Designer:** Pierre Rolland

**Builder:** IDBMarine, [www.idbmarine.com](http://www.idbmarine.com)

## PERFORMANCE

**AVS:** 120°

**Displ/LWL ratio:** 117.8

**Sail area/Displ ratio:** 28.7



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



IF THE MALANGO 8.88'S NOT RIGHT FOR YOU...



### DJANGO 7.70

**FROM** €63,500

From the pen of the same designer and built next door to the Malango, the 7.70 is a fast, fun but stable mini cruiser. Various keel options permit drying out and she can sleep up to five in fairly spartan conditions below.

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



### ELAN 320

**FROM** €87,541

A little longer than the Malango 8.88, the 320 has a gradual chine and is designed to perform. The hull is vacuum infused, she has a retractable bowsprit and a simple galley below with up to six berths.

[www.elan-yachts.com](http://www.elan-yachts.com)



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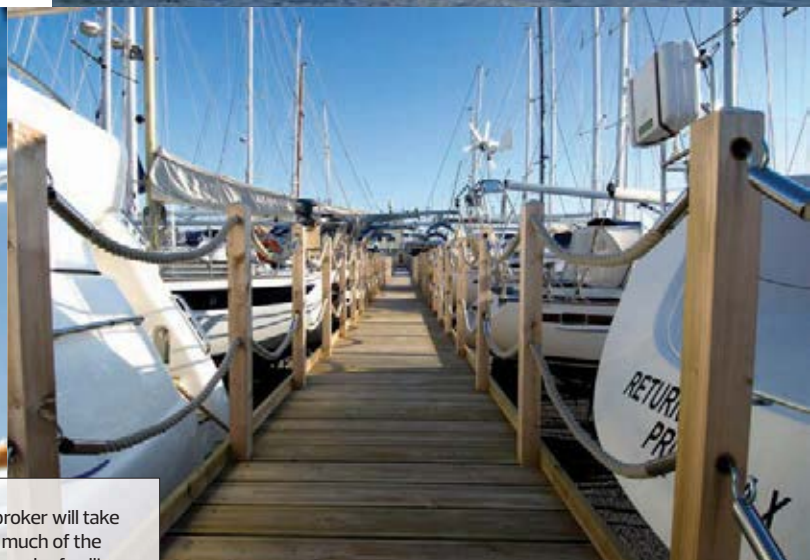
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# Selling your boat

Boat prices are still way off their 2008 peaks, so we asked brokers how to sell for top dollar



A broker will take on much of the legwork of selling, but that service comes at a price

There are many routes to market when it comes to selling your boat, from the traditional broker like Bates Wharf or Berthon, to dedicated magazines, websites and even apps. Costs vary from a few pounds for a static listing online or in your favourite sailing magazine, to fixed fees like the £499 charged by Value Boats (up to £20,000 sale price) or rates of commission typically around 10 per cent charged on larger boats.

However, the process of selling is similar whatever route a vendor takes. Preparation is vital to achieve the top value for your boat. "The very first

thing is to clean the boat inside and out – and not just on the surface," says Berthon International MD Sue Grant. "Polish the hull, attend to brightwork and make the stainless steel shine. A buyer makes the decision within 45 seconds and one of the most offputting things is a bad smell below."

First impressions are just as important for a private sale or an online broker. "You have to photograph the boat properly and be honest," says Suzanne McDonald of BoatshedKent.com. "Don't call the boat condition 'excellent' if it is 'good' or 'good' if it is 'fair'. And above all, the engine bay must be super clean, or the buyer's wife will run off!"





Also, remember that the 'new' generator you fitted five years ago will not seem new to potential purchasers.

Eliminate clutter on the boat as well. "Remove that 2001 *Reeds Almanac* or the 1976 supplement to the *Telegraph*," says Sue. "And if you have a barometer given to you by your grandfather that you don't want to sell, replace it with a modern one. But don't remove all personal stuff, otherwise the boat will feel cold and unloved."

Online broker Boatshop24.co.uk says that the boat needs to be kept clean throughout the sale period.

*'None of us live in a showhouse but that's how it has to be if you want [your boat] to stand above the crowd'*

"Your boat needs to show visually just how much care you've probably taken over the years, even if it is looking a little weary and well used by now. None of us live in a showhouse but that's how it has to be, if you want your boat to stand above the crowd."

### Fix everything

Imagine that you were looking to buy the boat and run an appraising eye over her. Deal with any obvious blemishes or marks on the hull, decks and interior joinery. If there is a mismatch in paintwork, either cover it up or prepare a good explanation as to why that's the case. "If the boat is out of the water, check the condition of the antifoul and decide whether it will bear inspection or needs re-coating," says Boatshop24.

Dark patches on woodwork often indicate the presence of damp – sand

## The process

### Prepare the boat for sale

#### Advertise – either with a broker or privately

#### An offer is made and agreed in writing, with all terms

#### Buyer puts down 10 per cent deposit

#### Survey and sea trials

#### Balance paid into escrow account

#### Bill of sale drawn up and signed

#### Vendor hands boat over with a final run through

#### Transaction completes

back, treat and revarnish. Likewise, check for mildew and damp around hatches and remove – this may be a sign that the hatch is leaking and buyers will be suspicious.

An obvious, but often overlooked factor is to fix any broken gear. "Take steps to deal with it or have repairs costed," says Sue at Berthon. "If the windlass is broken, a buyer will say 'that's £3,000 for a new one, plus £2,000 to fit'. They will discount the price by £5,000 for a problem that could only cost £1,000 to fix. Take away as many question marks as possible, because uncertainty will reduce the purchaser's offer."

The boat must be clean and tidy, but don't remove all personal items or it will look cold



## PAPERWORK

- ▶ Supply the Declaration of Conformity with the EU's Recreational Craft Directive. For older boats there will be a CE mark and for boats imported from outside the EU, consider obtaining a CE mark
- ▶ Original sales invoice to show the VAT status
- ▶ Bill of Sale from previous owner to establish title
- ▶ Dig out the engine's service history for a top price
- ▶ Ensure that the VHF licence for the boat is current
- ▶ Supply any registry documents
- ▶ Consider making an old survey available to vendors if it is positive

Timing is perhaps less important than it used to be, although most brokers say they are busier in the last quarter of the year, as sellers seek to avoid winter storage costs. This is particularly true at the smaller end of the market. But if you are selling a bluewater boat, the buying cycle is more to do with people's retirement or lifestyle plans.

Give some thought to where the boat is lying. Northern Europe is good, because that tends to be closer to demand, according to Sue Grant. "It should be close to an airport, so it must be Palma in the Med. Selling in Turkey is no good if it means a four-day camel ride to see the boat."

Ross Farncombe of Sunbird Yachts says that Part I registration is important if buyers need marine finance. "But VAT is the biggest bugbear and one should be able to show that VAT has been paid by producing the original sales invoice."

In the end, though, as Ross says, there's a home for every boat – at the right price. ✦

### THANKS TO

www.berthon.co.uk  
www.valueboats.co.uk  
www.boatshop24.co.uk

### COMMON MISTAKES

Vendor is not prepared to allow sea trials

Unrealistic price expectations – check the market first!

Engine compartment or bilges are dirty

Becoming heated during price negotiations





# Sadler Up

**Toby Heppell** takes a look at the Sadler that is not a Sadler and discovers a much-loved and rare British design that is no longer built

## SPECIFICATION

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

**LWL:** 25ft 11in (7.9m)

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

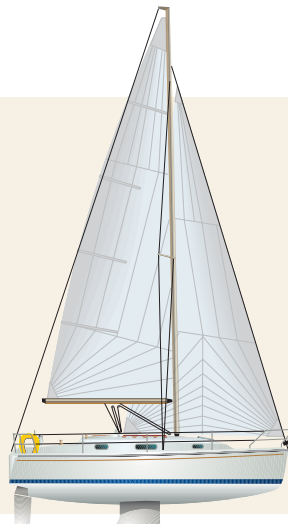
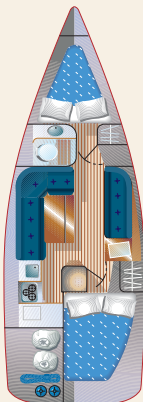
**Draught:** 4ft 4in (1.3m)

**Displacement:** 10,033lb (4,550kg)

**First launched:** 2004

**Builder:** Rampart / Hillyard

**First built:** 2004



The Sadler 290 is something of an enigma. The Stephen Jones design was first built in 2003 and was well received in the press when it was launched. It was one of two new designs (the other being the never-built Sadler 340) that were due to relaunch the brand and be built by Rampart Yachts.

Indeed, this state of affairs is where things get a little interesting. Despite being a Sadler in name and designed by the same person as much of the rest of the Sadler / Starlight range, that is about as far as the brand association with the 'original' Sadler goes. Sadler itself went into administration in 1988, morphed into Sadler / Starlight and finally disappeared for good in 1994, a full



10 years before the 290 came to the market. In addition, the 290 does not share many of the features that existed throughout much of the Sadler range, such as their renowned 'unsinkable' claims.

Even though the 290 is not an official Sadler, the fate of the brand seems to have followed it because only 50 or so were built before Rampart Yachts went under, with the last few boats being completed by Hillyard Yachts.

As is often the case with older designs – and particularly those which sold in relatively small numbers – the 290 seems to inspire great devotion in its owners. Those we have spoken to were only too keen to tell us of the boat's impressive sea-keeping qualities. Indeed, looking at the CE certification, it is easy to see where this positivity comes from, with the sort of numbers that will have offshore cruisers wetting their lips, despite the design's small size. "One of the greatest aspects of my 290 is that she holds her own and sails well from 1 knot to 30 knots," explains 290 owner, Jeremy Kaye. "For a small boat it's really surprising how well she goes in all conditions."

Although the 290 was designed quite recently, she already looks somewhat dated, especially when compared to more modern, beamier hulls and their associated space below. At 29ft she is also very much on the smaller side of what is being manufactured today, where a

**The world of** yacht designers is not overwhelmed with celebrity names, but some command greater respect than others.

Stephen Jones is just such



MICHAEL AUSTEN

a one, particularly within the British boat community.

Typically Jones' designs are seen as having good sea-keeping capabilities and are often praised for being pretty quick.

Jones started his association with Sadler at the start of the Sadler / Starlight years, designing the Starlight 39, Sadler 38 and Starlight 35 in quick succession.

The demise of Sadler / Starlight saw an end to this association and he designed both the Sadler 290 and 340 later on.

Jones has principally designed for British brands such as Southerly and Rustler in the intervening years. Most recently he was the designer of the GT35 and the yet-to-be-built GT30, billed as an evolution of the Sadler 290.

35-footer is generally perceived as the smallest anyone is likely to go for in a weekend cruiser. Nevertheless, the 290 is actually rather spacious below. One surveyor we contacted expressed frustration that although the boat commands a survey fee of a 29-footer, the work involved is closer to that for a 35ft boat.

As a 29ft displacement design, the boat will always struggle with her top-end hull speed as Jeremy confirms: "She is a lovely boat to sail but the main downsides are the small heads, a single aft cabin and a relatively slow passage time because of her length."

Still, second hand prices are holding up well, confirming her respected pedigree. ✦



**Main:** A joy to sail in winds from one knot to 30 knots

**Clockwise from above:** Lifting tiller allows for cockpit entertaining; the single aft cabin will be viewed as a drawback by some; a 'proper' galley



## The designer

Stephen Jones

## THE SURVEYOR

Yacht Brokers, Designers  
and Surveyors Association

**"The Rampart and Hillyard** Sadler 290s were generally well built. The difficulty for the surveyor and buyer comes if you are faced with an in-between of unknown final heritage. This is when extensive structural checks, including the hull-deck and transom joints and keel stiffening, are essential along with the combination bulkhead and curved doors to the forward cabin and heads. Original specification sea valves were CW617N plated brass and will now be overdue replacement with CW602N DZR corrosion-resistant fittings. The engine cooling pipework should be looked at as the standard arrangement can air-lock resulting in overheating."

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

## THE BROKER

Ross Farncombe, Sunbird Yachts

**"Another boat that** cannot be said to have swamped the UK market: only 50-odd have been built since 2004. In the last three years, our records show six boats have sold in the UK, ranging from a 2007 model selling in 2012 for £73,000 from an asking price of £74,950 to the most recent sale this year of a 2005 boat selling at £55,000 from an asking price of £62,950. Currently, only two boats are for sale, with both at £49,950 (a 2004 and a 2009) however, the 2009 boat is Channel Islands-based and therefore ex-VAT (£59,940 inc).

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



# Three of the best

BROKERAGE | BOATS FOR SALE



## HALLBERG-RASSY 342 | GANNET VIII

If there is one marque that can be relied upon to hold its value in the second hand market it is the Halberg-Rassy and for good reason. These sturdy Swedish-built cruisers show little depreciation over the years, being strong, comfortable and boasting an excellent fit out.

It is hard to justify the inclusion of this boat in these pages as a bargain or something of a steal. However, what you

are buying here is a high-end, go-anywhere cruiser that will be worth almost as much as this current purchase price a few years down the line.

*Gannet VIII* is a fine example of a 342, particularly below, where the trademark Halberg-Rassy attention to detail can clearly be seen in her woodwork.

She is well fitted out with deck equipment for sailing offshore. However, her only drawback is a slightly limited sail wardrobe of just mainsail and genoa jib.

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



**LOA:** 33ft 10in (10.3m)

**Beam:** 11ft 3in (3.4m)

**Draught:** 5ft 12in (1.8m)

**Year built:** 2011

**Berths:** 6



## CONTESSA 32 | ANNABEL

Praised for her sea-keeping qualities, the Contessa 32 is one of the few modern day designs that can reasonably be called a classic. Following the success of the rather cramped Contessa 26, Jeremy Rogers brought the Contessa 32 to market. Now, 40 years on, they remain largely unchanged.

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

**LOA:** 32ft (9.7m)

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

**Draught:** 4ft 7in (1.4m)

**Year built:** 1971

**Berths:** 6



## UFO 27 | UFORIA

A classic little Holman and Pye design, bearing all the hallmarks of their late 70s/80s work. With her significant beam amidships she offers a great deal of space below. This example received a new mast in 2005 and an overhaul / replacement of a significant amount of kit in 2009. However, as her price reflects, she still requires some work to turn her from racer to cruiser, an endeavour her current owner has begun but not yet completed.

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

**LOA:** 27ft (8.2m)

**Beam:** 9ft 10in (3m)

**Draught:** 3ft 11in (1.2m)

**Year built:** 1978

**Berths:** 5



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On test

# DRY AS A BONE?

PETER CAPLEN GOES HEAD-TO-HEAD WITH EIGHT DEHUMIDIFIERS



For many boat owners dehumidifiers are an essential part of the winter battle against condensation, keeping the boat mould-free and smelling fresh. However they are only available to those with shore power when continuous protection is required. Less sophisticated means of removing moisture from the boat, such as bags of silica that can be dried when saturated, are useful for lockers and other small areas. But when the entire interior of the vessel is to be kept dry then one or more mains powered units will be required depending on the size of vessel.

There are two basic types of dehumidifier: desiccant and compressor. Compressor types pass warm air over a cooling plate that condenses the moisture in the air and drains it into a container or overboard, depending on whether it is run continuously or only

You must balance economy with performance when it comes to picking a dehumidifier

occasionally when on board. Desiccant types, meanwhile, absorb the moisture into silica-like material and then dries it so it can absorb further moisture. Using a circular belt, it does this in a constant cycle so the unit can be used continuously.

Both types work best in warm conditions, so in the coldest winter periods neither may work. This is unlikely to be a problem, because in

very cold weather condensation does not usually develop. The compressor types stop working at around 5°C while desiccant types stop at 0°C.

In cold weather, compressor types will begin to freeze. Most have a defrost cycle that automatically clears any ice to allow it to continue working. Desiccant types run at a higher internal temperatures and do not generally need this function.





# REVIEWS



## HOW WE TESTED THEM

**We looked at** eight dehumidifiers; two desiccant and six compressor types, and for our simple test they all performed more or less as expected. Every machine is rated by the amount of water it will collect in a 24-hour period. We ran them all together for six hours in the workshop, so that they were all fighting each other for the moisture in the air. There were some discrepancies in the performance, although some of this could be put down to the positions of the different units within the workshop. During the test, we measured the amount of power each unit consumed over the six-hour period, using a Microcustom Metermaid kilowatt-hour counter. Finally, we also measured the noise emitted by each unit.

Desiccant dehumidifiers tend to consume more power – up to twice as much, per litre of water removed. On the other hand they are lighter, since they don't require the heavy refrigeration coils and pressure pumps of the condensing systems.

## Making a choice

The decision on which type to choose depends on whether you want to mainly use it when on board to cut down on condensation when the boat is battened down against the winter's chill and the heaters are running inside, or whether it is to protect the interior when not in use.

If the dehumidifier is to be used continuously when unattended, or you don't plan to get down to the boat regularly during the winter, then it is important to choose a model that will automatically restart after a power cut. Most desiccant models have this facility but some of the more sophisticated compressor models require manual switching on after each power interruption.

**FOR MORE** in-depth group gear testing, see our website:



## Waveline WL-2110BP £116.84

This is an attractively designed machine with a surprisingly attractive price.

The Waveline has fairly straightforward controls and indicators that are easy to understand and operate. But its options and features are on the basic side. Besides the large on-off button, the 'humid' button cycles through the different levels of moisture extraction available. A prefilter removes dust and larger airborne particles.

The unit has a good solid carrying handle making lifting on and off the boat a secure and easy operation. For continuous draining the supplied hose is fitted onto the drain connector.

Other features include a built-in humidistat for efficient



running only when required, a room temperature sensor and automatic defrosting.

It was one of the quieter and more efficient models for its size. The only downside we found is the relatively small built-in water collection tank – just 2 litres.

► **Functions:** ★★★★★

► **Performance:** ★★★★★

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

## XM Yachting Pro-Dry £150

Measuring 54cm by 25cm by 31cm, we felt this is a chunky machine. However, it has a solid moulded handle, which makes moving it around a relative, pleasure despite its weight.

It's another model with simple to understand controls and indicators, making it easy to set up and run on board. The control knob turns the unit on, then goes on to set the moisture extraction level, from light through to maximum for continuous running.

When the defrost cycle is activated the warning light glows on the control panel. Other useful warnings include the 'water full' indicator, which shows when the tank needs to be emptied.

It's worth noting that the built-in collection tank has a



3.5 litre capacity – just over one third of what the unit could extract at maximum blast in very wet conditions.

Sensibly, there is a continuous draining option and the drain connector accepts any 11mm hose.

► **Functions:** ★★★★★

► **Performance:** ★★★★★

[www.force4.co.uk](http://www.force4.co.uk)



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[www.dimplex.co.uk/dehums](http://www.dimplex.co.uk/dehums)



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## Dimplex Forté

£116.66

The Dimplex is another nice looking machine with a price that is low enough to make it worth a second look.

Once again, it has a very straightforward control with clear indicators. It has a simple operation with the control knob used to turn the machine on and then control the moisture level right up to continuous running. Defrost and water full indicators tell you what is happening and when to empty the tank.

This model comes with castors fitted as standard which may or may not be a good thing on board. The handles are recesses in each side of the body which may make lifting on board more of a problem as they don't have the same secure grip as a solid



handle. These units are designed for domestic use but the price, low power consumption and reasonable extraction still makes them a serious contender.

The continuous drain connector is located in the top of the water container recess.

► **Functions:** ★★★★★

► **Performance:** ★★★★★

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

## Ebac 3850e

£250

A powerful machine that can honestly be called 'top of the range', this 21-litre Ebac did very well in the power consumption test. It took a parsimonious 4.3kWh to extract 1.12 litres of moisture.

Although it was the heaviest machine in our tests, it comes with advanced features such as Smart Control that lets its microprocessor decide when it should be running and when not. It has a smart LED display and controls too.

The on-off button is bottom left on the display while the 'mode' button scrolls through the various options for moisture extraction, while a timer button offers different run times. There's even a range of laundry drying options and an air purifying mode.



This is another model option with the handles recessed into the sides of the body so it lacks a secure grip when hefting on board. Castors are an optional extra.

A drainage hose is available as an option but any hose of the correct size will do the job.

► **Functions:** ★★★★★

► **Performance:** ★★★★★

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

## Meaco DD8L

£155.90

Being a desiccant-type dehumidifier, this was one of the lightest units in our test. The comprehensive controls and clear indicators offer a surprising number of functions. All the controls are push-button types for scrolling through the options using multiple presses.

The machine can be set manually to operate at a given rate of moisture removal or until a specific humidity is achieved. There's also a timer option, which will switch the unit off after use for between one and eight hours, useful for short blasts at full power, and even a laundry setting.

A final useful function for those with allergies is the ioniser setting. This produces negative ions that attach to positively



charged particles (like dust) and pull them to the ground.

The handle is recessed into the back of the body but it's deep enough for a secure one handed grip. The continuous drain connection is, again, inside the water container recess and a hose is supplied with the unit.

► **Functions:** ★★★★★

► **Performance:** ★★★★★

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

## Igenix IG9812

£133

The first thing that struck us about this unit was its really nice compact design, which gives it an appearance very different to all the other dehumidifiers in the test.

It has a simple control and indicators making the set up and use very easy. The control knob turns it on and sets the moisture extraction level. The unit will then run until the desired humidity level is achieved. The indicator lights from left to right are 'defrost', 'tank full' and 'operating mode'. It's simpler than many of the units we tested and there's no timer function.

The Igenix's handle is recessed into the back of the body with a generous lip that gives a secure one-handed grip. And at a decent 9.8kg, this



is also one of the lighter compressor-type units that we tested.

The continuous drain connector is located on the back under a substantial screwed plug, but the machine is not supplied with the necessary 13mm tubing.

► **Functions:** ★★★★★

► **Performance:** ★★★★★

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



**Delonghi Ariadry Slim  
DES12 £160**

Delonghi is a well known domestic brand offering the features required for on board use at an attractive price. It has straightforward controls and indicators with the main control knob turning the unit on and then setting the moisture extraction level as required.

The defrost function is displayed on the indicator to the left above the control knob while normal operation is shown on the indicator to the right. With its electronic anti-frost protection, Delonghi claims the unit will work down to 2°C.

The Ariadry DES12 has an output vent on either side of the fascia, to direct dry air in different directions and increase air circulation in



the boat. It also has air filters treated with silver, which can help to control the spread of bacteria. The sturdy, folding handle offers a good secure grip, while the continuous drain connector is protected by a push fit plug located on the back of the unit.

► **Functions:** ★★★★★  
► **Performance:** ★★★★★  
[www.delonghi.com](http://www.delonghi.com)

**Delonghi DNC 65  
£149.39**

This alternative model from Delonghi was the other desiccant-type unit we tested, and it offers a good feature list. It is also light weight, slim and attractively priced.

The DNC65 has comprehensive controls and indicators that include (uniquely in our test) an air-output vent whose direction could be set electronically. It could also be set to oscillate for a constantly varying draft, helping to spread the dry air around the boat to reduce damp caused by areas of 'dead' circulation.

From left to right there is the power button. Next is the moisture extraction selector, laundry, economy selector followed by the unique vent 'swing' selector. The unit also



has the same useful ioniser function as the Meaco. It claims to be quieter than the competition, although our test didn't bear this out. Its sturdy folding carrying handle offers a secure grip and the continuous drain hose was supplied as standard.

► **Functions:** ★★★★★  
► **Performance:** ★★★★★  
[www.delonghi.com](http://www.delonghi.com)



**PASSIVE DEHUMIDIFICATION**

For small corners of the boat, it may make sense to use so-called passive dehumidification - essentially packs of silica gel crystals like those that come with new electronics. Think about areas of the boat which are damp but don't have good air circulation - like lockers, wardrobes and other storage. The best products can be easily dried out and reused again with a short spell in the microwave. See ST169 for our review of one such, the 'eco-friendly' Pingi range.



**THANKS TO** Microcustom International, for kindly loaning us one of their 'Metermaid' power meters. [microcustom.co.uk](http://microcustom.co.uk)

RESULTS AND SPECS

BRAND	MODEL	PRICE	TYPE	CAPACITY	POWER CONSUMPTION	NOISE	WEIGHT	WATER EXTRACTED	ECONOMY
WAVELINE	WL-2110BP	£116.84	Compressor	10lt	4.2kWh	60dB	9kg	580ml	138ml/kWh
FORCE 4	XM Yachting Pro-Dry	£150	Compressor	10lt	4.7kWh	60dB	11kg	430ml	91ml/kWh
DIMPLEX	Forte	£116.66	Compressor	10lt	3.8kWh	70dB	11kg	540ml	142ml/kWh
EBAC	3850e	£250	Compressor	21lt	4.3kWh	69dB	12.5kg	1120ml	260ml/kWh
MEACO	DD8L	£155.90	Desiccant	8lt	7.5kWh	67dB	6kg	390ml	52ml/kWh
IGENIX	IG9812	£133	Compressor	12lt	3.9kWh	69dB	9.8kg	590ml	151ml/kWh
DELONGHI	Ariadry Slim DES12	£160	Compressor	12lt	4.5kWh	60dB	7.5kg	450ml	100ml/kWh
DELONGHI	DNC 65	£149.39	Dessicant	18lt	5.2kWh	60dB	7kg	920ml	177ml/kWh



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## Quickboat 3.7 Adventurer

from £3,555

If you've ever wanted to racket about at 20 knots in a glorified laundry basket, then this is the craft for you. The Quickboat is an Aussie invention that comes flat-packed in two big bags weighing around 30kg each. The largest can be carried by one person, albeit with the manoeuvrability of a supertanker.

The hull is four panels of foam sandwich GRP, joined with a "slightly secret" hinge which resembles Sikaflex on the outside but is clearly much more

cunning on the inside. Ian Thomson of UK distributor Nestaway says there's Kevlar in it, and the designers of the Quickboat are apparently in the process of patenting the hinge.

The boat is stupendously simple to put together: use the supplied pole to hold the two sides of the hull apart while the transom is clipped into place. A PVC bladder makes this end of the boat waterproof. Next, clip in the two thwart and the pole can be removed. The bow

**Above:** One-up the Quickboat can manage 22 knots with a 10hp outboard

**Below left:** Thwarts and transom simply clip in to brace the hull

**Below right:** There is good dry storage under the foredeck

fitting likewise clips into place and you're ready to go. Taking less than 10 minutes to assemble, it puts IKEA to shame.

Clever design means that the aft thwart helps to brace the transom and spread the thrust from the outboard more widely through the boat's structure. This in turn makes it feasible to mount a motor of up to 10hp. Not that you're likely to need that much power. One-up, the boat got on the plane at about half throttle; at full power it would have been terrifying!

My test boat performed well, but there were mild niggles in a certain difficulty in aligning some of the clips. Ian says this was a pre-production model and that new dedicated tooling had eliminated such issues. There are also a range of extras available, from towing eyes for wakeboarders to rowlocks. It's a bit over-specified for a tender, but it makes a super runabout and would stow fairly easily on a yacht over, say, 45ft. A range of packages with different outboards are available. Price above available until Christmas. SF

**VERDICT:** ★★★★★

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





## Rolly Tasker sails main £1,487, 130% genoa £1,477\*

**Rolly Tasker** is a well-known sail brand Down Under, but has only recently arrived seriously in the UK. Its loft is a vast, modern affair in Phuket, Thailand, which allows the company to make some pretty ambitious sounding pledges about the quality, durability and cost of their sails. *ST* decided to run a long-term test.

Jon Spencer was one of the first to order from Rolly Tasker's new UK subsidiary, treating his Frances 34 *Albertine* to a new main, yankee and staysail. The sails arrived on time, despite crossing the planet, but there was a teething problem with the slides on the main. "The passage of time and improvements to mast design, had rendered the mast slot and new fully battened sail cars incompatible," says Jon. "However a short stay for the main back with Rolly Tasker solved the problem, and the following weekend we had an enjoyable and successful sail."

Jon reckons the new sails have added about a knot of boat speed to his deckhouse sloop. And although any new sails might have had a similar effect, our inspection revealed that they are well made – triple-stitched with good, straight seams and little in the way of frayed or broken stitches. The luff of the main was a few inches short,



**Below:** Fully battened sail cars had to be adapted to fit the old Selden mast track

but this is likely to be taken up by the inevitable stretch in the 8oz Dacron. However, the real test of the sails will be how well they wear. Watch this space for an update next season. *SF*

\*Prices refer to sails for a Sun Odyssey 37 and include VAT

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



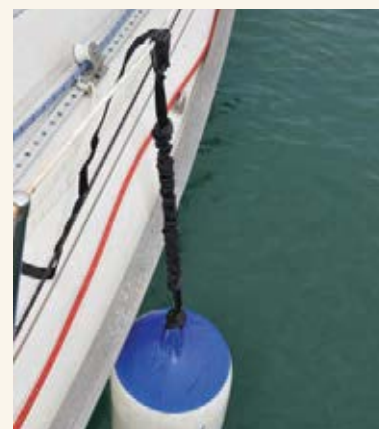
## Shockles Fender Friend £20

**There was consternation** at *ST* Towers when the Fender Friend rolled in from its American manufacturers. It appeared to be another one of those products designed to help people go to sea even if they can't tie a knot.

In essence, it's a length of stout webbing tube with 12in of heavy-duty shock cord sewn in to absorb strain from grinding and tugging fenders. Two slightly different designs work for both centre-tube and eye fenders and the elastic will double in length under tension.

At £20, this looks like an expensive solution to a non-existent problem. Fender Friend does exactly what it sets out to do, but really: if a clove hitch constitutes a "complicated knot", should you really be putting to sea?! *SF*

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



## Sugru adhesive

from £7

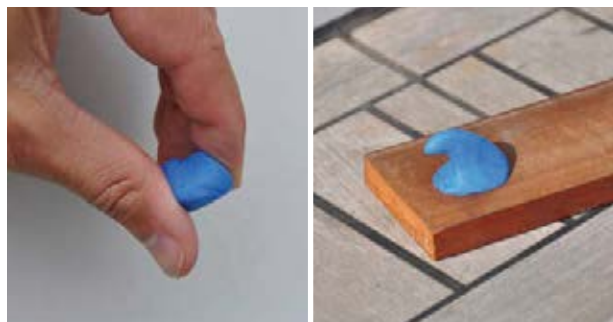
**Invented by an** Irish product design student, Sugru is a real miracle; a self-setting silicone rubber that fixes just about anything to anything. It is UV and temperature-resistant and electrically insulating. You take a glob of it, warm it in your hands and use it to patch rents, glue things together, or

**Below:** Start the curing process by kneading the soft silicon, then leave 24 hours to harden

simply to create objects out of silicon. Cure time is 24 hours, although it's formed after just 30 minutes. We made a stout, if slightly bendy, hook, which clung grimly to its length of teak like a limpet to a rock. It also serves as a 'clean' adhesive, although the bond is of limited strength.

Sugru already seems to have gained cult status. Combine it with their magnets kit and you are in a whole new realm of practicality. Our only criticism is that repairs look ugly, so it's not a permanent solution if it's in sight. Comes in packs of three sachets. *SF*

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





### Gill Pro soft-shell jacket

We like this soft-shell from Gill, which will be equally at home either on short coastal passages or ashore in chillier conditions. Gill has made efforts to increase its waterproofness by including fully taped seams.

- [www.gillmarine.com](http://www.gillmarine.com)
- £150



### Ocean Standard raft

This latest addition to Ocean Safety's range incorporates many features available on their other liferafts. The water ballast bags keep the raft stable, while an insulated door retains heat. What is new here, though, is the price point, making it an excellent entry level option.

- [www.oceansafety.com](http://www.oceansafety.com)
- £599 for a 4-man valise

# NEW GEAR

**TOBY HEPPELL** BROWSES THE BOATING MARKET FOR THE LATEST GOODIES

### NavLink UK for MacBooks

NavLink is already available in the Apple Store for your iPhone or iPad but it's now been updated so it works on a MacBook. I can think of many times that this would have come in very handy for me in the past. It means you can now take your MacBook on board and turn it into a full function chartplotter.

- **Mac App Store**
- £20



### Yacht Router Micro 4G

This is intended for smaller boats and yachts that don't have a satellite internet source (VSAT, Inmarsat, Iridium etc). Through this one box, you can connect your wireless devices from anywhere on board to a nearby marina network or hotspot. If Wi-Fi is out of range, the router switches to mobile data using a simcard for speeds up to 4G.

- [www.yachtrouter.com](http://www.yachtrouter.com)
- £1,059



### AP ProSeries headtorches

The '100 Lumens Head Torch' is the stand-out product in the wide range from Essex-based Active Products 'ProSeries'. Of greatest interest are the manufacturer's claims that their market-leading Cree LED bulbs can last 50,000 hours longer than a standard LED bulb. This particular model can punch out a high-intensity beam of light as far as 55m for eight hours.

- **Contact:** [www.appros.com](http://www.appros.com) ► **Price:** From £26







### British Sailing Team clothing range

The British Sailing Team has a new (and patriotic) range of clothing aimed at those wanting to show their support for the team on its way to Rio 2016. There are jackets, beanies, caps, T-shirts and polo shirts – all in cyan blue with Union Flag detailing.

- [www.rya.org.uk/britishsailingteam/shop](http://www.rya.org.uk/britishsailingteam/shop)
- £41.25 for a polo shirt

### Aquapac Upano waterproof duffle

Available in three sizes (40, 70 and 90 litres) these waterproof duffle bags could well become a staple item on and off the boat. As with any waterproof bag, getting the air out is tricky, so it's good to see the addition of a one way air valve allowing users to squeeze it out as they roll the waterproof top down.

- [www.aquapac.net](http://www.aquapac.net)
- 40lt is £90, 70lt is £100 and 90lt is £110



### Ronstan 'Clear Start' watch

These have, as the name implies, long been popular with racing sailors keen to make a good start. Previously the plastic styling has had limited appeal but the brand has brought out a number of stainless steel versions that are much more striking. The big, numbers and simple-to-understand controls are all a bonus on the water, racing or cruising.

- [www.sailtek.org.uk](http://www.sailtek.org.uk)
- £85



### VIRB Elite watersport bundle

The VIRB action camera proved itself extremely popular with our testers when we put it through its paces. Now you can buy a watersports-specific bundle consisting of the camera and all the kit you need to record your on-the-water action. Included are various stands, a waterproof case and SD card.

- [www.garmin.co.uk](http://www.garmin.co.uk)
- Bundle £380



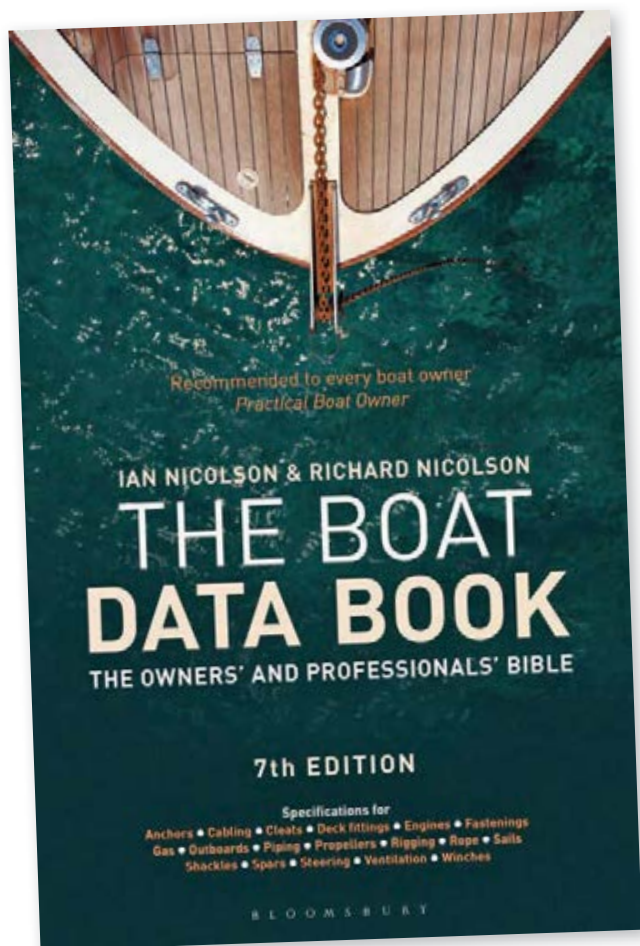
### Sail-Gen water generator

The Sail-Gen water generator comprises a rigid-welded aluminium frame with carbon fibre drive shaft and cast alloy impeller. The makers claim at passage speeds of 5-6 knots the Sail-Gen is capable of matching typical electrical power consumption, meaning much less running of the engine. Available in either 12V or 24V models.

- [www.duogen.co.uk](http://www.duogen.co.uk)
- £1,990







## The Boat Data Book

Occasionally when reviewing a book for this magazine, I am beset by a vague paranoia that my interests may be rather a long way from the interests of much of our readership. Never has this feeling been so pronounced as when I sat down to offer my opinion on *The Boat Data Book*. In essence the book consists of any number of tables comparing (for example) the diameter, size, breaking strength and weight of various types or rigging in a range of materials and in both imperial and metric. Or, indeed, comparing almost anything you might find on a boat.

I am only slightly ashamed to admit that I lost a full two hours with my nose pressed into the book thinking of various items to compare. Of course, it's meant as a reference book and fits this purpose well. But to me it was also deeply and oddly therapeutic, much like listening to the *Shipping Forecast* when I've no intention of putting to sea. *TH*

**Verdict:** The information contained within these pages can be found on Google with a little searching. But that is far from the point. The comparative tables give the best idea of what part you are after for a particular application and show the alternatives. It has easily secured a permanent position on my shelves.

- Publisher: Bloomsbury
- Author: Ian and Richard Nicolson
- Price: £20



### SailX racing game

This game allows you to race against other online players from around the world in a variety of boats, around a number of courses. The controls are difficult to master so you really must do their tutorial, which is tedious. However, given the complicated nature of our sport I fail to see how any sailing game could avoid this.

SailX allows anyone who has an interest in racing but is concerned about collisions a chance to get a grasp of the rules most often used on the race course and situations where collisions are likely. As with anything computer-based, prepare to be thrashed by an 11-year old online if you do play (as I was...repeatedly). *TH*

► Price: Free ► Contact: [www.sailx.com](http://www.sailx.com)

## TIME OUT

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

### THE ANATOMY OF SAIL

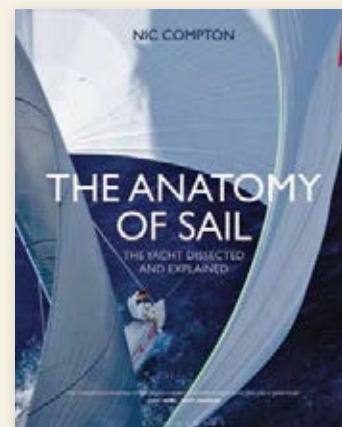
The yacht dissected and explained

Yet another title from ex-*Classic Boat* editor, Nic Compton, this is a part coffee table book, part encyclopaedia of sailing terms.

I am not usually a fan of 'photobooks'. Although I appreciate a fine yachting image, I am usually left with the sense, were I to buy one, I would skim through it once then leave on a bookshelf where it would spend its remaining years gathering dust.

In choosing an encyclopaedia style, Compton has attempted to avoid this fate. Certainly it is interesting to look at beautiful images of a yacht with traditional sheer versus one with reverse sheer and so on. Quite whether this book will become handy reference manual or shelved dust-gatherer is not entirely clear. Unfortunately, I suspect the latter. *TH*

**Verdict:** A fine book to flick through, and certainly one with more substance than the usual photobook fare.



- Publisher: Bloomsbury
- Author: Nic Compton
- Price: £30



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## COPING WITH FOG

DAG PIKE LOOKS AT TECHNIQUES – OLD AND NEW – FOR NAVIGATING IN FOG

**Y**ou could be forgiven for thinking that with modern electronic systems, much of the challenge of navigating in fog would have disappeared. Certainly, electronics have made it much easier, but as always with technology, you can never quite be certain. If you put your faith totally in what the instruments say, you could run into even more trouble.

Forecasting fog is not easy. It appears when there are very subtle differences in temperature and moisture content. It can be local and it can be patchy. There are two main types of fog (radiation fog and advection fog) and knowing which one you are dealing with may help you to forecast when it might clear.

### Limitations of radar

Avoiding collisions is the biggest challenge when navigating in fog. It can help enormously if you have radar, but radars on yachts tend to be small so the quality of detection and presentation is not always good. Older units will pick up big ships without a problem, but can easily lose other yachts and small craft in the sea clutter on the screen. This is mainly because the radar returns from these craft can easily be confused with the returns from waves. Newer radar units are much better at analysing the radar returns and processing them to give an easier-to-read display.

Small radars tend to have a wide beam, perhaps 4° or 5°, which means that it can be difficult to identify harbour entrances that are set between piers or to pick out buoys in a channel until you are quite close. The latest small boat radar from Furuno has a 7.5° beam width which means that anything on the same range within that sector will show up as a single target. Ultimately, you

*'In my experience few sailors bother with the proper sound signals anymore'*

shouldn't rely on the radar being able to show every other vessel out there – it should be treated as an electronic pair of eyes.

As well as radar, you can also use the Automatic Identification System (AIS) to see the position of other vessels in relation to you, but again it

Knowing the two fog types will help you to predict when it might dissipate

SYLVIEBOUCHARD / ALAMY

### Sound signals in fog

–	Power driven vessel making way
– –	Power driven vessel stopped
– . .	Sailing vessel under way
– . . .	Towed vessel, manned
5 sec bell	Vessel <100m at anchor
5 sec bell, 5 sec gong	Vessel >100m at anchor
5 sec bell, 3 bell strokes	Vessel aground

tends to be only ships and larger yachts that show, so small craft remain invisible. This means that a visual lookout is vital. Opinions vary, but I think it is advisable to take down the sails in fog and run under engine. Not only does this improve the view ahead but it also means that you can react quickly if another vessel is sighted coming out of the fog. Some instructors say it is better to sail, because the engine might cover the noise of a nearby boat's foghorn or engine. But in my experience, few sailors bother with





the proper sound signals any more. The Colregs demand that you proceed at a 'safe speed', which effectively means you are able to stop within the limits of the visibility. In fact, you need to be able to stop in half the limit of the visibility because another vessel coming from the opposite direction also needs its stopping distance.

## Being seen

The Colregs require you to make sound signals in poor visibility but I cannot remember the last time I heard any such sounds in fog. Even big ships have stopped making sound signals, despite the regulations being in force.

The most practical next-step you can do is to make your yacht as visible as possible. Switch on your navigation lights and any other bright lights on deck because they could well show up through the fog better than the yacht itself or her usual cruising sails.

For the same reason, bend on any orange or yellow stormsails you have, if the conditions allow. It goes without saying that you should have a radar reflector on the mast, but remember that small craft probably won't have a reflector fitted.

On deck, as you pick your way forward, you and your crew all need to focus on a visual lookout. There should be at least two of you on watch in fog so that one can check the radar or other electronics and monitor progress while the other maintains the visual lookout.

It is a good idea to run the yacht on autopilot so that you don't have to concentrate on looking at the compass, but make sure that you know where the standby button is so you can disconnect quickly and hand-steer out of trouble if necessary. The autopilot will also keep you on a steady course which can help stabilise the radar picture and help the visual lookout.

Change the person doing the visual lookout at frequent intervals because the mind wanders and imagines all sorts of things when you are staring into fog for extended time.

TYPE OF FOG	AREAS AFFECTED	HOW IT FORMS	HOW IT DISPERSES
<b>RADIATION FOG</b>	Inland and harbour areas where the surrounding land is low-lying and moist	The air cools and condenses due to radiation from the ground on clear nights when the wind is light, often in anti-cyclonic conditions	Dispersed when the sun's heat warms the ground or when there's an increase in the wind strength
<b>ADVECTION FOG</b>	Sea and adjacent coastlines but it can penetrate into harbours. Also out on open seas where the water is very cold	When warm, moist air flows over the top of cooler seas	Usually disperses when the wind direction changes. It also disperses near coastlines when the sun warms the land/sea





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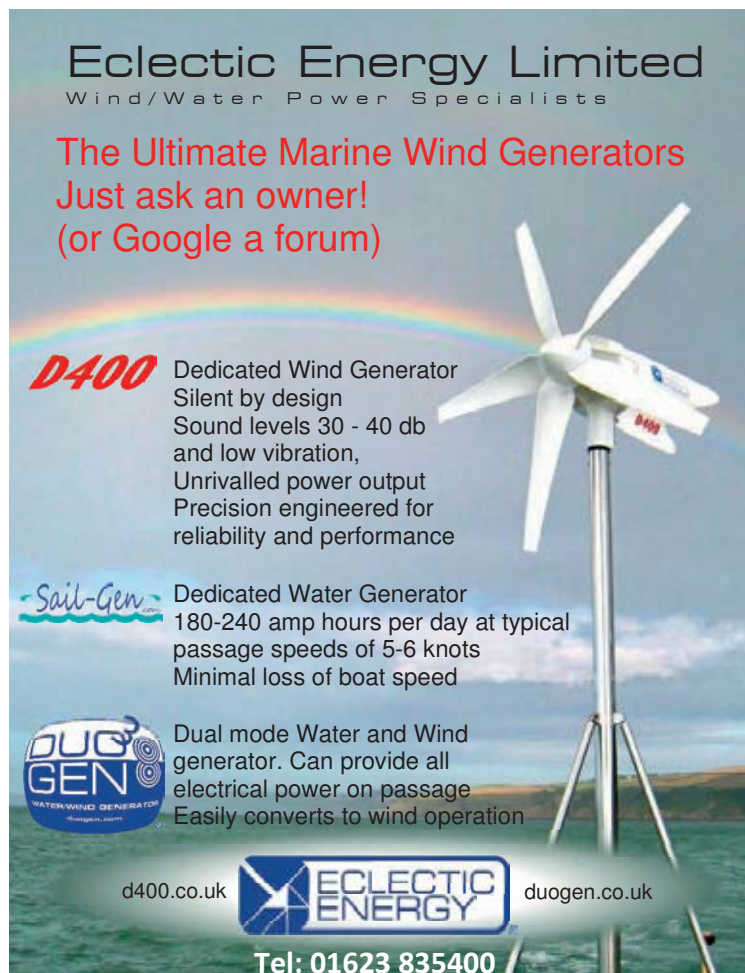
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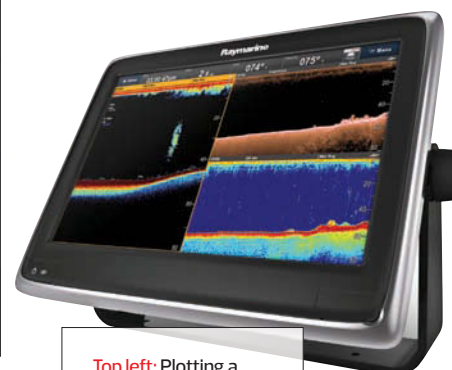
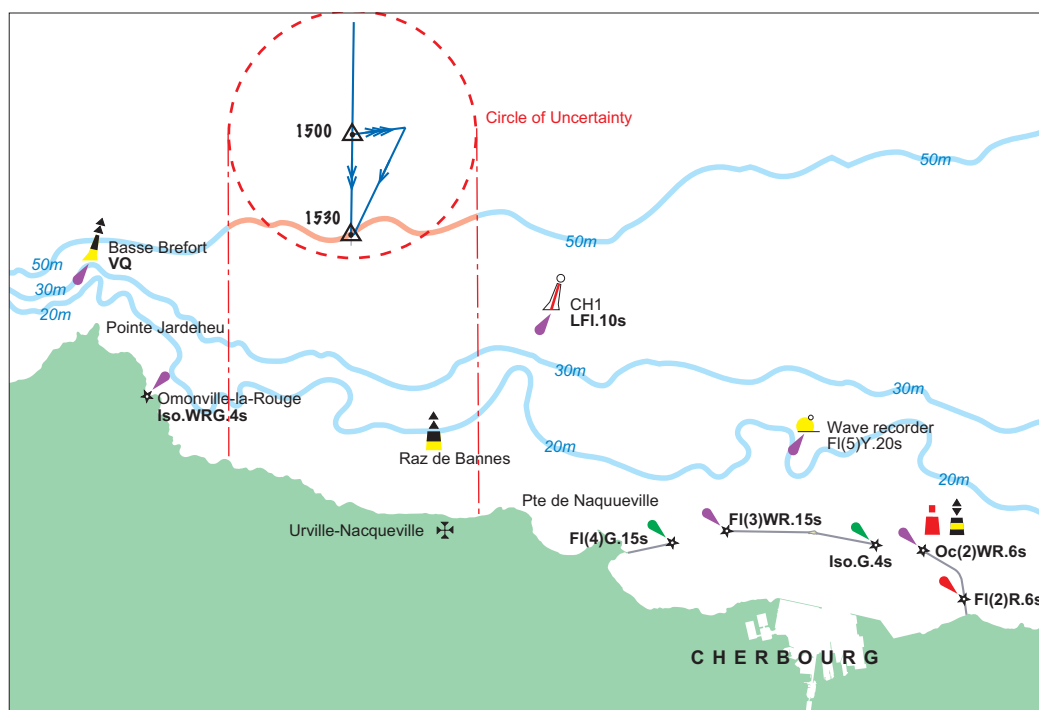
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Top left: Plotting a circle of uncertainty is a good starting point when lost in fog

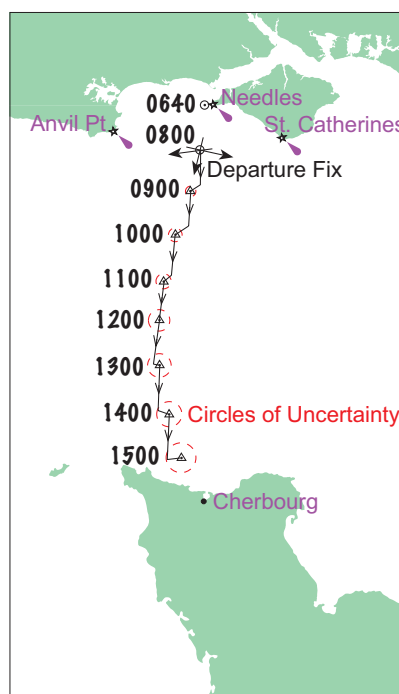
Above: sea clutter; seabed contours can help fix your position

## Using radar

Using a small radar to avoid collisions can be tricky. Have the radar on a head-up display mode so that the targets are shown relative to your own heading. Put the bearing cursor onto the target and you can then see if the bearing of the target is changing. If it is not changing significantly then there is a risk of collision and you need to take action according to the Colregs. This sounds relatively easy when you only have a single target to cope with, but when there are multiple targets, you should slow down and give yourself more time to work out exactly what each target is doing.

You can reduce the chance of meeting big ships in fog by keeping to the shallower inshore waters where they cannot enter.

**WHEN MAKING** landfall in fog, aim to do so to one side of your destination. Should the GPS let you down, you will know which way to turn towards refuge, and you can use the depth readings to help pinpoint your location



More sophisticated small boat radars have a MARPA (Mini Automatic Radar Plotting Aid) function where other vessels are shown along with a course and speed vector. Seeing course and speed greatly helps you assess the collision risk. Some of these radars also have a split screen capability so you can have twin views – perhaps one set on a short range for the actual collision avoidance and one on a longer range for early warning of approaching vessels and land features.

## Position fixing

For navigating in fog, the chartplotter should provide most of the answers, but at some stage you still have to make the transition from the electronic chart to visual pilotage as you approach land or enter harbour. These can be challenging times, but there are ways you can mitigate the risk. This is where you resort to some of the techniques that were used before electronics came to our aid.

When planning a landfall, select a point to one side of your true destination. That way, if you miss your landfall and cannot get your

## LOCAL KNOWLEDGE COUNTS?

On one notable occasion, I was sailing in fog with locals on board who said they recognised every inch of the coast. Of course, when we made landfall, they didn't recognise it and we did not know which way to turn for the harbour entrance. I went back offshore, ran along the coast and then tried another landfall, but there was still no sign of recognition. However, we could see lights on the shore, so we landed with the tender and finally had to ask in a pub where we were. DP

Don't be afraid to use one of these as it might be just enough to keep you clear of a collision





bearings, then at least you will know which way to turn to reach your destination.

Try to choose a landfall point that is easily recognisable, so that you know it's for certain when and if you see it. Make sure it has no off-lying dangers too. Then, always approach the land at an angle rather than straight in. Doing it this way will allow you to turn out of danger if you sight something in your way. It means the turn is made through just 90° rather than 180°.

Another technique is to use your echo sounder to give yourself an early warning of the approach to the shallows. You may also notice a change in the wave patterns.

GPS may not give you sufficient accuracy for harbour navigation and there may be blind spots in the

## COLREGS

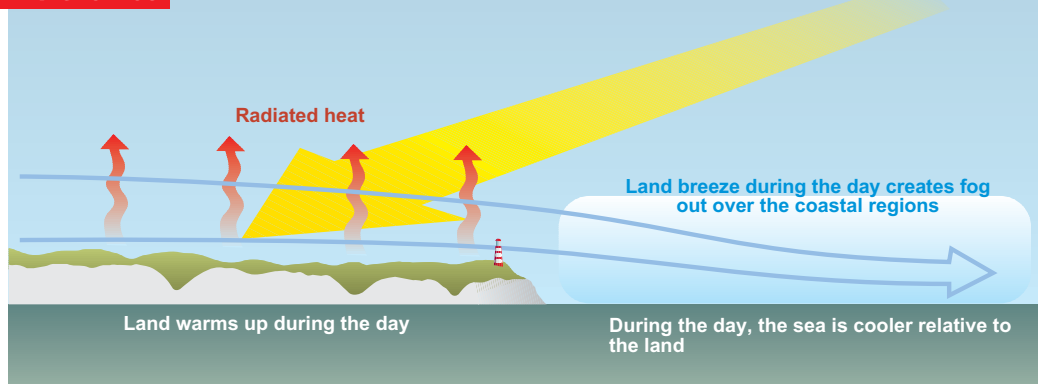
**Appropriate sound signals must be made when in or near restricted visibility (see p72) and navigation lights should be lit. A yacht over 12m in length is required to have a bell and a whistle for sound signals. Under 12m you can have some other means of making sound signals. In addition to all of the standard requirements of the Colregs, the requirements of Rule 19 are specific to poor visibility:**

1. You are required to proceed at a 'safe speed' having regard to the state of the visibility
2. Your speed should also be determined by the characteristics, efficiency and limitations of the radar equipment and the possibility that small vessels may not be detected at an adequate range
3. You must use your radar if it is fitted but not make assumptions from scanty radar information
4. Avoid turning to port when radar indicates another vessel or vessels ahead
5. Avoid turning towards a vessel on the beam or abaft the beam

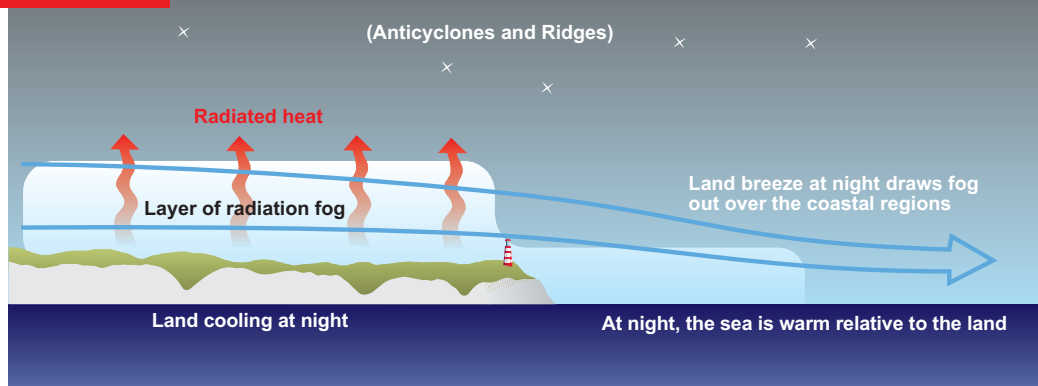
**Clockwise from above:** Mild mist can soon turn in to thick fog; boost your seamanship by learning the difference between how advection fog and radiation fog is formed



### ADVECTION FOG



### RADIATION FOG



signal, so plan to navigate harbour channels visually. Use your echosounder as a secondary navigating tool. With this, you can double-check what the electronic chart is showing and even set an alarm that will warn if you start straying into a certain depth of water. Always have the echosounder on when making landfall just in case the GPS signal falters, for example, when near high cliffs.

Of course, the safest course of action is to not go out in fog at all but if you do find yourself in it, then you

need to be on high alert and raise your levels of concentration. The key thing when sailing in fog is to err on the side of caution because you have lost what is your most important navigation tool – your sight.

### GET IN TOUCH

Tell us your tips for sailing in fog at:



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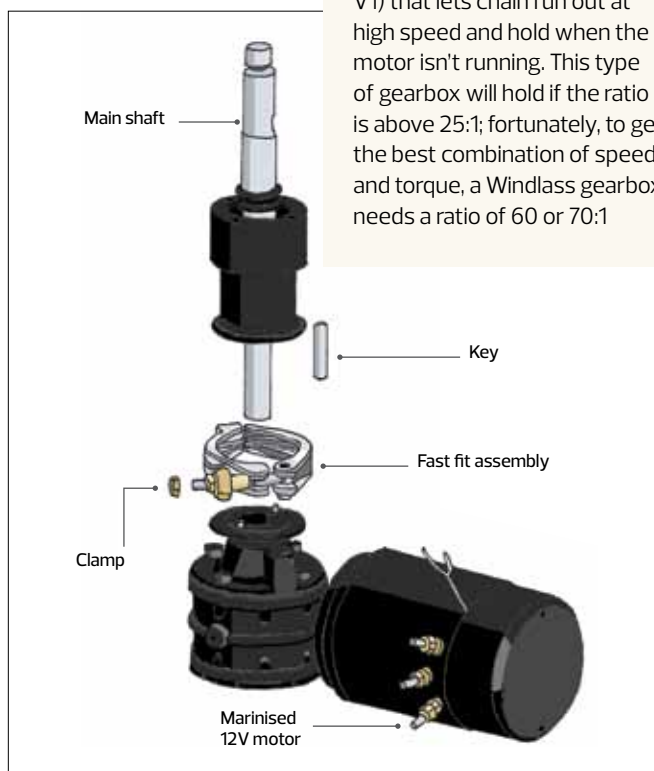
## ANCHOR WINDLASS

The term windlass is, in fact, something of a misnomer, as it technically refers to a device with a horizontal axis, whereas most anchor 'windlasses' for sailing boats have a vertical axis

**Thought to have** emerged on ships in the 14th century, the proper term 'capstan' was originally a round timber planted in the deck, with holes for levers at its top. Elements still familiar today include a crude ratchet to stop the drum counter-rotating, and a preference for clockwise operation. When chain began to supersede rope for the anchor rode, the gypsy was developed to grip the chain. For leisure boats, sizes run from 6mm chain up to 22mm chain. Sizing is crucial, as a poorly calibrated chain can jump or jam, especially in the wrong-sized gypsy. Glasgow-based manufacturer Simpson Lawrence pioneered the modern windlass design for sailing boats and became part of Lewmar in 1987.

### Gearbox

Worm gears are Lewmar's answer to a windlass (here the V1) that lets chain run out at high speed and hold when the motor isn't running. This type of gearbox will hold if the ratio is above 25:1; fortunately, to get the best combination of speed and torque, a Windlass gearbox needs a ratio of 60 or 70:1



## Maintenance

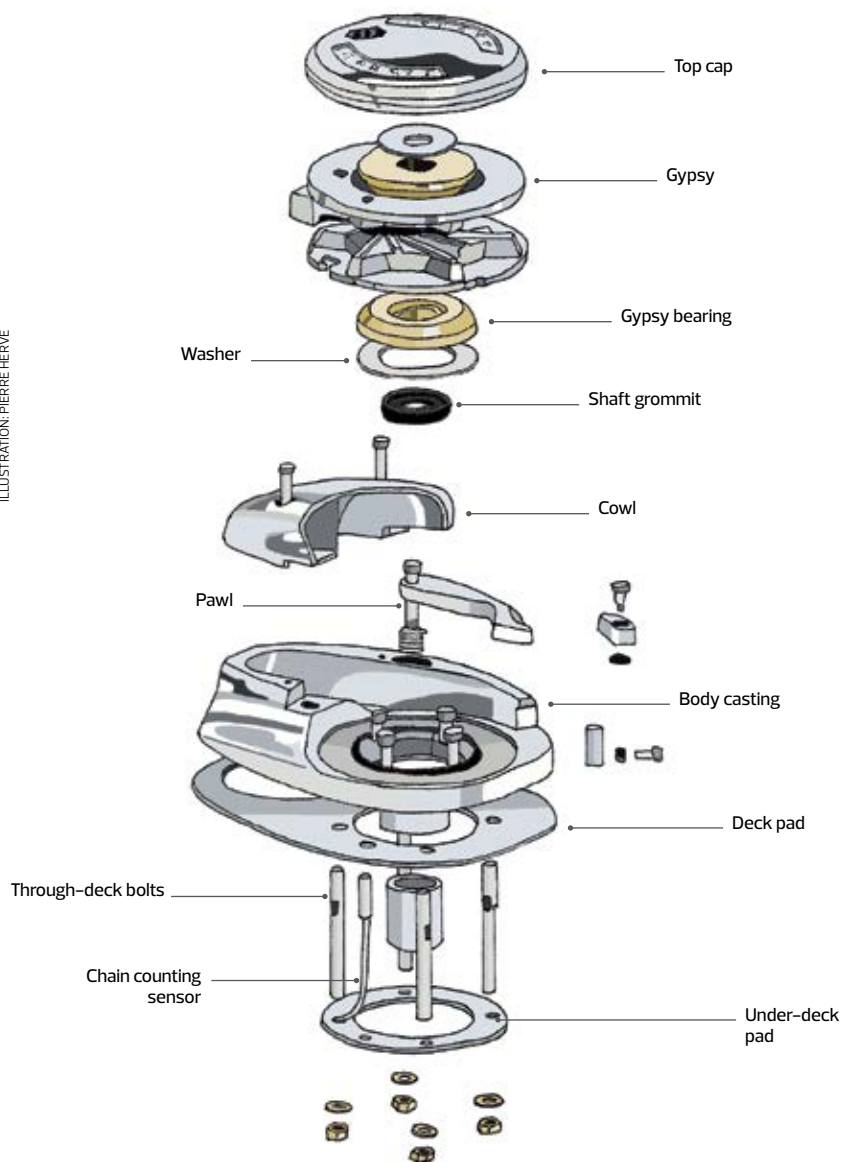
### Regularly

- ▶ Wash down the windlass using fresh water
- ▶ Examine all electrical connections for corrosion then clean and lightly grease
- ▶ Check the anchor locker drain to avoid water damage to motor/gearbox
- ▶ If the anchor locker fills with water, check the motor is dry and free of rust
  - ▶ Check the anchor rode splice for wear
  - ▶ Check the gypsy; it is a high wear item and will last longer if properly used. When re-assembling the gypsy add a small smear of grease to the contact surfaces
  - ▶ Check the mounting studs after first two or three recoveries and regularly thereafter

### Annually

- ▶ Check the electrical cables for damage
- ▶ Strip the above-deck parts, clean and lightly grease
- ▶ Check motor/gearbox for corrosion, clean and repaint with a suitable marine grade oil based enamel paint
- ▶ Blow dust away from the electric motor brushes using foot pump or similar taking care not to breathe any dust

ILLUSTRATION: PIERRE HERVE







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### Dimensions

Length	25' ( 7.69m)
Beam	8'9" (2.69m)
Draft	2'9"/4'11" (0.85m/1.51m)
Total sail area	404 sq ft (38.3 sq m)
Weight	4.25 tonnes



**Norfolk** Urchin



**Norfolk** Oyster



**Norfolk** Gypsy



**Norfolk** Smuggler



**Norfolk** Trader



# Riding Light



**COLIN JARMAN** SAYS THERE'S NO PLACE LIKE HOME WATERS AND SALUTES THOSE WHO REGULARLY FACE MORE COMPLICATED ONES AFTER PUSHING HIMSELF OUT OF HIS COMFORT ZONE...

## Foreign parts

It's funny how your home waters, whatever their navigational and seamanship demands may be, are truly a 'comfort zone'. I sail primarily on the east coast where shallow waters, soft mud and hard sand banks extend for miles offshore and are largely unseen at more than half tide. Challenging, yes, but I feel at ease with them. Yet these very things are quite alarming for people visiting from areas of deeper water and fixed hazards.

Tides run hard in places, up to, say, 2km and tidal ranges can be as much as 6m. But it was when I sailed around some North Somerset harbours that I had a real shock. Scare even. I was completely outside my comfort zone.

For a start, the tidal ranges are absolutely huge, being as much as 10m, when my local ones are half that. The thing with these raging tides is that they allow you to leave a place like Porlock Weir at or near high water, but then what? You can't spend a few hours sailing and then pop back in – the water's gone. The next port down-tide will likely have run out of water by the time you get there too, so what do you do? To me it's the stuff of nightmares, but clearly it can all be sorted out and there were a good number of cruisers in the harbour when I was there.

Mind you, I don't fancy the entrance to Porlock in anything other than a flat calm with perfect visibility. First of all you've got to find it, which can be pretty challenging, then, once there's sufficient water, you have to enter through a narrow channel about 15m wide with a shingle bank on one side and a manmade wall on the other. I can imagine strandings and shipwreck being commonplace.

Once inside, a turn to starboard through the narrowest of gaps between high stone walls – it looks like an old lock gate – takes you to the most delightful drying area. On one side you have a stony beach then the sea and on the other side there're steep wooded hills. I wouldn't like to see it in an onshore wind, though.

What impressed me most about these little North Somerset harbours was the number of boats resident there and the evident determination of their owners to



COLIN JARMAN

*'The pretty inner harbour at Porlock Weir; reached only by the brave'*

face, fight and defeat all the obstacles that nature and circumstance put in their way in order that they can go sailing and enjoy themselves. To these people, the enormous tides, the difficult harbour entrances, and

the distances between ports are all familiar, all part and parcel of their sailing lives. These are their home waters and, no doubt, they would feel nervous sailing instead in my home waters. Be that as it may, I salute their dogged determination to go sailing.

## Diameter dilemmas

If you scan the masts at a marina, you will see the majority sport a white cylinder housing a radar reflector. You will also see many with a radome housing a radar scanner. What concerns me is the relative diameters of the mast and the radar reflector and/or radome on it. You can only mount these things on the side or the forward face of the mast. My fear is being run down from astern so I can understand the choice of fitting the radar reflector off to one side, because its diameter is often not much more than the mast. But if the reflector is on the forward face of the mast, there is an arc dead

astern through which it cannot be 'seen' by an approaching vessel using radar. If the reflector is side-mounted it can be seen from dead astern, but then it cannot be seen from abeam on one side. Which side would you choose as your 'blind side'? There won't be many occasions on which everything conspires for these things to be a problem, but it certainly can happen and skippers should be aware of it.

One solution to the radar blanketing might be to mount the radome on a gimbal system on a stern arch, but that lowers it by several feet and thus reduces its operating distance.

Everything's a compromise, which is fine, provided you know and recognise the limitations of your own vessel's arrangement.

## YOUR VIEW

Tell us what makes your home waters so challenging



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





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## **Beneteau Oceanis 440**

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**£75,000**



## **Beneteau Oceanis 323**

2006 Year Model, Owner's Two cabin Version, Deep Fin Keel, Wheel Steering, Yanmar 19hp Engine, Slab Reefed Mainsail, Raymarine GPS Chart Plotter, Tri Data, Autohelm, JRC Radar & Eberspacher Heating.

**£54,950**



## **Beneteau Oceanis 343**

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

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## **Beneteau First Class 7.5**

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## **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**



## **Icelander 43**

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

**£71,500**



## **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**



## **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.

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## **Island Packet 440**

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## **Bavaria 40 Cruiser**

2008 Year Model, 3 Double Cabins, Deep Fin Keel, Twin wheel steering, In-Mast Mainsail, Volvo Penta Sail Drive 38hp Engine, Electric Anchor Windlass, Raymarine Chart Plotter, Tri Data Instruments, Auto Pilot, ICOM VHF & Webasto Heating. Lying Brighton

**£89,950**



## **Jeanneau Sun Odyssey 40**

2002 Year Model, Long Fin Keel, Wheel Steering, Yanmar 4JH3E 50hp Diesel Engine, Slab Reefed Mainsail, Owner's Two Cabin Version, Garmin GPS, Raymarine Tri-Data Instruments and Electric Anchor Windlass. Lying Prevesa - Greece.

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## **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**



## **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**



## **Westerly Griffin**

1979 Year Model, Fin Keel, Tiller Steering, Mitsubishi 17hp Engine (Replaced 2008), 6 Berths, Standard Horizon 300 Chart Plotter, Icom DSC VHF Radio, Navman Wind & Tri Data Instruments. Lying Eastbourne.

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## A FASTER RESCUE



MANY OFFSHORE YACHTSMEN CARRY AN EPIRB, BUT THESE DEVICES HAVE HAD THEIR LIMITATIONS, UNTIL NOW. **JAKE KAVANAGH** EXPLAINS WHY

**T**he humble EPIRB (Emergency Position Indicating Radio Beacon) is said to have been responsible for over 37,000 successful rescues since it became available to yachtsmen in 1982. Now a series of technological advances embedded within the new MEOSAR system, due to launch in 2018, will make the EPIRB not only far more accurate for older, non-GPS beacons, but will also allow rescuers to send a message to the survivors who will be able to see that their alert has been received and help is on the way. Currently, once you've triggered your EPIRB, you can only pray it's been heard.

To fully understand why these advances are so significant, you have to appreciate that the EPIRB has always been a relatively simple weapon of last resort. The initiative to use satellites to relay a 'free-to-use' search and rescue (SAR) went live nearly 30 years ago, when Canada, France, Russia and the USA pooled resources to launch an international SAR facility called Cospas/Sarsat. These founders knew that reducing the delay between a distress alert and the arrival of rescuers would greatly increase the chances of survival and Cospas/Sarsat now has 41 countries involved. To minimise costs at the time, the necessary hardware was piggybacked onto already-existing navigation and weather satellites.

The first system was named the Low altitude Earth Orbit Search And Rescue (Leosar) system, operated

jointly by Russia and an American-Canadian-French consortium. The Russian payload is called Cospas (Cosmicheskaya Sistyema Poiska Avaryinich Sudov), which translates as Space System for the Search of Vessels in Distress. The American-Canadian-French payload is called Sarsat (Search And Rescue Satellite Aided Tracking).

*'When you trigger your EPIRB, you can only pray it's been heard'*

Initially, the first beacons were relatively large and could only transmit on 121.5MHz, suffering from variable degrees of accuracy and a large number of false alarms. As such, the next generation used the 406MHz frequency for greater coverage and accuracy, with the

**EPIRB** an Emergency Position Indicating Radio Beacon is a waterproof, dedicated radio transmitter



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Doppler shift between the moving satellites and the (relatively) stationary beacon used to pin its position down to within 3-5 miles.

### Rise of Leosar

There are currently six Leosar satellites (three more are planned) in near-polar orbits that scan the entire globe every 2-3 hours; the earth then rotates beneath them. They are typically 530 miles (850km) high and travel at 4 miles (7 km) per second, crossing the sky in 15 minutes and orbiting the earth once every 100 minutes.

Each satellite carries a SAR processor, which receives 406MHz distress alerts from activated beacons and stores them until a ground station comes into its footprint, at which point the alert is





### *A faster rescue?*

MEOSAR will enable search and rescue assets to find a beacon's exact location to within 100 metres, even without a built-in GPS

retransmitted to rescuers. The satellites communicate with one of 54 Local User Terminals (LUTs) on earth, which process the data to calculate the beacon's position. The information is then passed to one of 30 Mission Control Centres (MCC) that will decode the identification information contained within the transmission. All of the information is then passed on to a Maritime Rescue Co-ordination Centre, called an MRCC.

The average notification time is 45 minutes because there isn't continual coverage by the satellites. There can be a time delay before the next satellite passes over the beacon and then another delay for it to then be in a suitable position to relay the message to a ground station. One pass is usually sufficient, but if

reception is poor it needs a second pass, adding a three hour delay.

The next advancement was the introduction of Geostationary Earth Orbit Search And Rescue (GEOSAR)

satellites and 406MHz beacons, which incorporated a Global Navigation and Satellite System (GNSS). This increased position accuracy to 500m and notification time to a few minutes. Geostationary satellites orbit very high around the equator and move at exactly the same speed as the Earth rotates so they remain in the same 'stationary' position overhead. They look down at an area of the earth from 70° north to 70° south, but because they are geostationary they are unable to calculate a beacon's position by Doppler shift so EPIRBs still have a 121.5MHz homing beacon so that rescuers can pinpoint the location.

There are six Geosar satellites in use (the same as Leosar), but at a far greater altitude of 22,370 miles (36,000km). In addition there are two spares and two undergoing tests, with five more planned before 2018. They currently relay the distress information down to one of 22 ground stations.

### **Meosar – a giant leap**

Although Geosar and more robust beacons have improved the success of rescues, the future of SAR lays with Meosar satellites (Medium Earth Orbit Search and Rescue). These will operate at an altitude of 13,670 miles (22,000km) and work together as constellation. They are navigation satellites provided by the USA (GPS), Russia (Glonass) and the European Commission (Galileo), and all of them will have a 406MHz

#### **BEACON TYPES**

**Personal Locator Beacon (PLB)** May not have GPS; minimum 24-hour battery life; registered to an individual

**Electronic Position Indicating Radio Beacon (EPIRB)** Minimum 48hr battery life; registered to a boat

**Search and Rescue Transponder (SART)** – sends a signal when painted with a radar

## POPULAR EPIRBs IN USE

Model number	Price	Contact
McMurdo Smartfind E5	£360	<a href="http://www.mcmurdomarine.com">www.mcmurdomarine.com</a>
ACR GlobalFix PRO	£360	<a href="http://www.acrartex.com">www.acrartex.com</a>
Kannad Safelink	£430	<a href="http://www.kannadmarine.com">www.kannadmarine.com</a>
Ocean Signal SafeSea E100	£300	<a href="http://www.oceansignal.com">www.oceansignal.com</a>
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repeater, so there won't be any signal processing to carry out. Near instant notification times will be achievable with Meosar too, so yachtsmen in distress will take much comfort from knowing that rescuers will have highly accurate location information sent over a very robust communication link, that has plenty of built-in redundancy.

Portsmouth-based McMurdo Group provides technology across the entire Meosar project – from beacons to satellite ground station infrastructure and rescue coordination centre software. CEO Jean-Yves Courtois said: “Today, it can take from 45

**Above:** The inner working of an EPIRB. Future models may be cheaper to buy because they won't need the expensive frequency oscillators to 'speak' to Meosar

### Meosar upgrades

Manufacturers of beacons are now looking to harness the lights or screens on existing EPIRBs to show the revolutionary message from Meosar that confirms it has received your position.

The GPS-enabled EPIRB from ACR Electronics below currently shows when your distress message has been sent (GPS SENT appears in blue) but Meosar will be able to reply back saying 'we've heard you'



minutes to a few hours for a beacon to be located by Cospas-Sarsat. With the next generation Medium-altitude satellite technology such as Galileo, it will reduce detection times to minutes. For the sailing community this will mean faster response to incidents, less time in the water and ultimately save lives.”

Meosar will in fact increase the position accuracy to around 100m, even for cheaper, non-GPS enabled EPIRBs, and also gives rescuers the ability to track a moving beacon (crew in drifting in a liferaft). The system will be backward compatible with current 406MHz EPIRBs but more importantly, they will have a ground-to-beacon return-link to acknowledge receipt of the alert. Some brands and makers of beacons are now looking at ways to display the acknowledgment on existing designs, while others are starting with new designs.

“All these advancements are highly desirable from the mariner's point of view,” explains Peter Forey, head of Surrey-based EPIRB suppliers Sartech. “For a start, the satellite could tell the survivors that their message had got through. This could be as simple as a coded flash on the transponder light, or there could be an LCD screen added to later models. However it's done, the survivors know their alert has been acknowledged, which will be a huge boost to morale.”

## SERVICING AND REGISTERING YOUR EPIRB

There are now more than 1.4m beacons in worldwide use in aviation and marine applications, but 360,000 of these are unregistered. The activation of an unregistered beacon can become a major headache, as identification is needed before expensive SAR assets are deployed, especially to remote areas.

*“With so much effort going in to reducing response times, it would be foolish to complicate things with the confusion caused by an unregistered EPIRB”*

Peter Forey

There has been an annual growth in EPIRB ownership of around 15 per cent since 1993 and it is estimated that the number of beacons will increase to 2.6m by 2020.

The lithium batteries in an EPIRB last about five years before they need to be replaced and companies such as Sartech specialise in this service. The EPIRB is stripped down and fully checked with a test transmission before reassembly and a final waterproofing test. Sartech also ensures, at no extra cost (and within the Data Protection Act), that the registration details are fully up to date with the SAR authorities. CEO Peter Forey has been spearheading a campaign to encourage as many yacht owners as possible to double check the beacon's registered details. This is imperative, as a large number of beacons are accidentally activated every year. The MRCC may well use the register to confirm that the details match the identification of the vessel.



If you've changed boats, or address, then make sure your details are fully up to date. It is very simple to do and full details can be found at <https://forms.dft.gov.uk/mca-sar-epirb>



Forey is greatly impressed with the new technology, which uses GPS 'in reverse' to pinpoint a beacon's location. The satellite can even track its relative velocity, important for a liferaft full of survivors being blown downwind.

"Unlike the Doppler-shift satellites, Meosar won't need 90 minutes to calculate a position and nor will it need any 'intelligence' within the satellite itself. Essentially, the satellite simply sends the alert straight back

*'The new beacons could fire up as soon as there is a problem onboard'*

down to an earth station, where the signal is analysed for the boat's identity and position. The station can then send back an acknowledgement, and in some cases may be able to switch the beacon on and off (with a suitable warning to the crew first) to extend the battery life.

"Because Meosar beacons won't need to emit a stable frequency (needed for Doppler-shift locating), they can be made more cheaply in the future. The next generation of EPIRBs will be able to use the mass-produced components from the mobile phone industry."

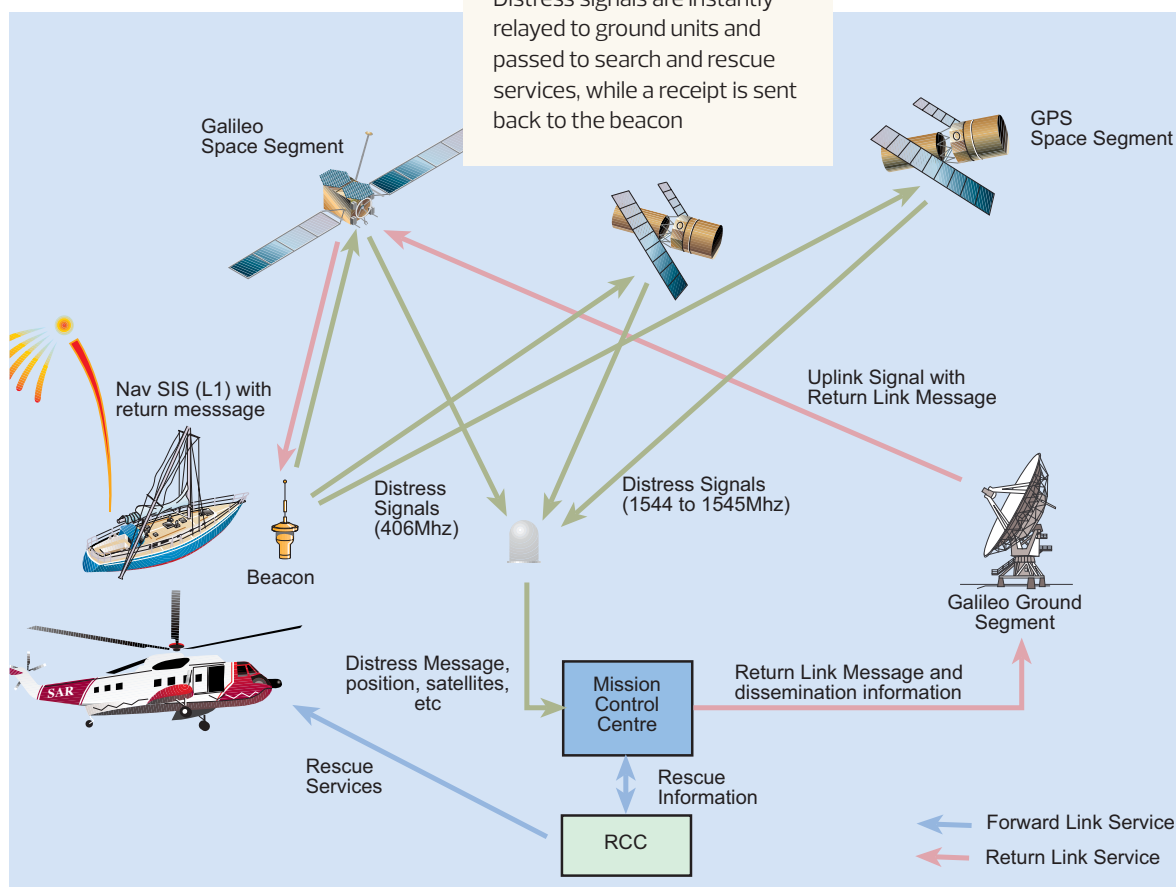
Forey believes Meosar will improve air travel as well. Aircraft, for example, could remain in constant contact with earth stations, sending down regular data bursts about their position, height

and heading. "We wouldn't still be looking for Air Malaysia's missing flight recorder," Forey suggests. "The new beacons can be programmed to fire up automatically the moment there is any kind of problem on board, and transmit data bursts that include all the engine, position and environmental information right up until the point of impact.

"This would also work for large commercial ships using special alerting protocols, such as fire or bilge alarms."

### Meosar system

Distress signals are instantly relayed to ground units and passed to search and rescue services, while a receipt is sent back to the beacon



If early trials of Meosar succeed, the system could be global by 2018, offering yachtsmen quicker, cheaper and more accurate emergency beacons. Best of all, we'll be able to receive acknowledgement of our distress. When out in the deep ocean, that reassuring message will be worth its weight in gold.

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

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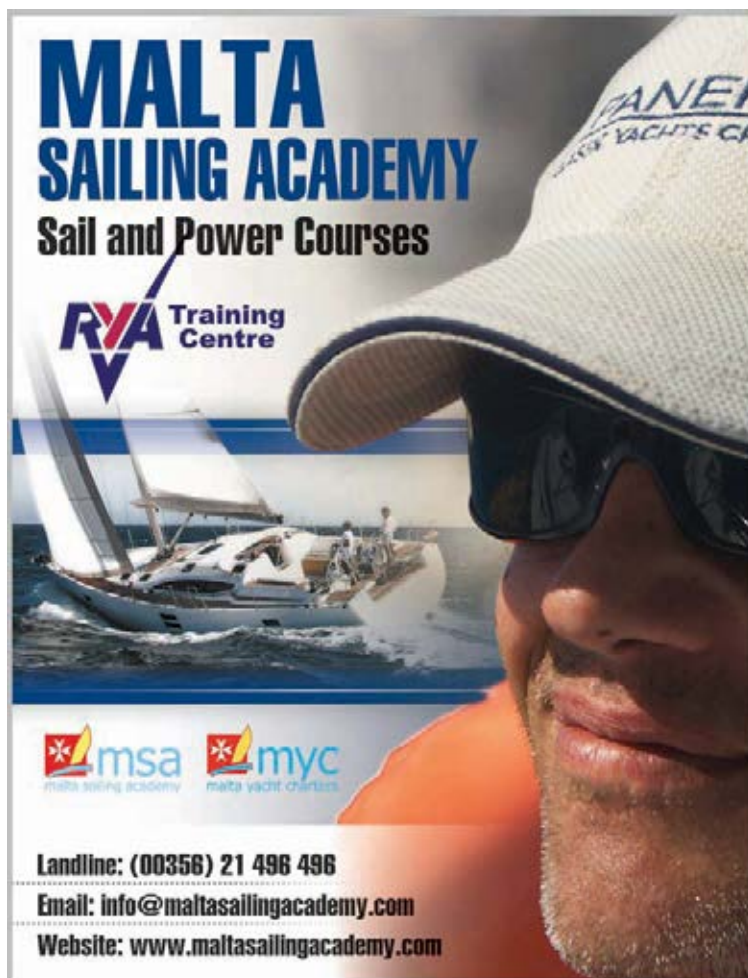
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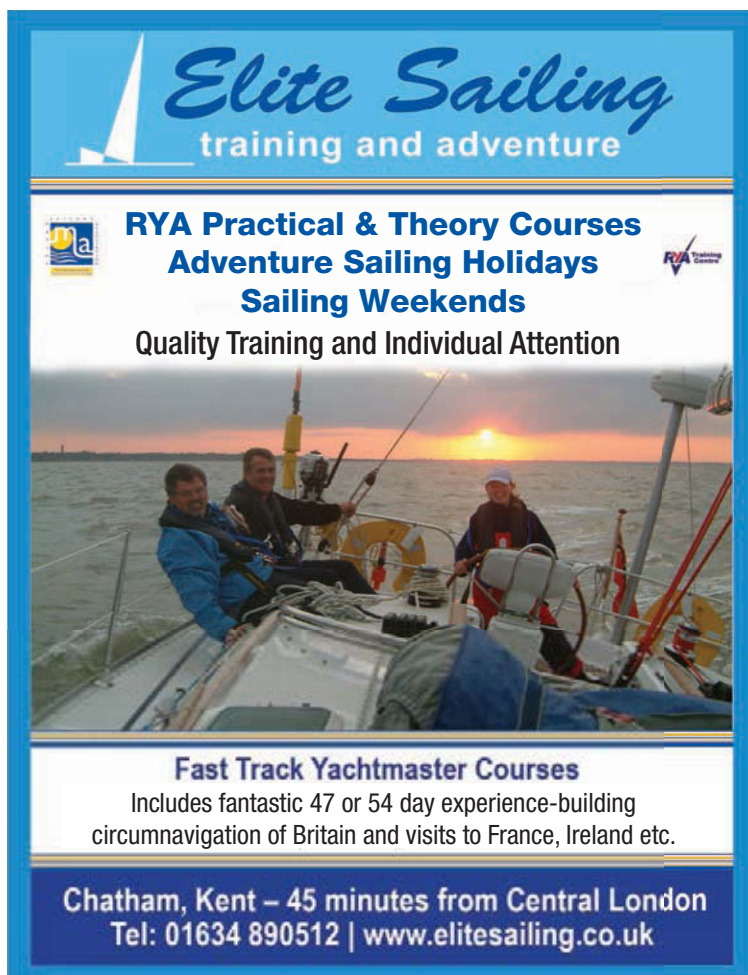
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ATTU, GREENLAND | *FESTINA LENTE*



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Hunting and fishing remains an intrinsic part of the Inuit culture and there's evidence of it everywhere. Attu, with its shallow harbour and multi-coloured wooden houses, is a perfect example. Smoked fish hang in the summer sun and clothes flutter on washing lines. Alongside the skeletons of rusting skidoos are animal skins drying stretched out on wooden frames.

At this time of year here in the Arctic Circle it never really gets dark, and by the time we'd dropped the hook and 'splashed the Zode', Attu was bathed in the warm amber hues of the polar night. Outboards packed with Inuit families jostled for position at the busy fuel pontoon and two local boys found us interesting enough to briefly stop their dusty back-yard penalty shoot-out from behind the village's only shop.

The high street was a narrow sandy track, which snaked around the village and as we took our evening stroll, it almost felt like we were intruding. The air was still and silent and small birds hopped from rock to rock, our guides for the evening.



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