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# Skipper's View

THERE'S BEEN A LOT OF WEATHER RECENTLY, FROM ST JUDE TO CYCLONE HAIYAN; TIME TO TAKE CLIMATE CHANGE SERIOUSLY?



**I TALK A LOT** about the weather. And as a sailor, that's normal. Light airs or northerlies promise a quiet night in an open anchorage along the Dorset coast. Stronger winds mean heading for the Beaulieu River, or tucking in behind Brownsea Island.

When you're offshore, you don't have that luxury. Weather happens to you and the trick is to be prepared and make the best of it. Perhaps you can dodge the odd squall, but to venture offshore means you have to be ready to deal with the worst conditions, keeping boat and crew safe.

So I found it something of a conundrum to watch first the Mini Transat, then the Transat Jacques Vabre races delaying the start to allow low pressure to pass through. For the Mini, multiple delays lasted nearly a month! These are powerful offshore boats, in the case of the IMOCAs and MOD70s, designed to deal with the Southern Ocean. Surely they should be able to handle autumn lows in the Western Approaches? What hope is there for cruising sailors around the UK if the racers take cover?

I'm not suggesting anyone should have ventured out during the St Jude's Day storm, however. The experts overwhelmingly predict that there will be more frequent extreme weather events in the years ahead. It is hard to be a climate change naysayer in the face of such weather, as Rod Heikell points out in this month's Broadside (p21). But we all play our part in this giant climate system.

There'll be readers gritting their teeth at this, but I believe we all have to help preserve the element on which our sport depends. I interviewed Hannah Jenner this month (pp41), just before she set off on the Transat race to Itajai, Brazil. She has some clever ideas aimed at cutting waste and minimising her environmental footprint. You may balk at dehydrated food on passage, but it saves on packaging and it's not such a big step from Pot Noodles to dehydrated chicken curry!

Otherwise, we're all gearing up for the London Boat Show in early January. Don't miss our £12 reader ticket offer on p17 – you can save £8 off the price on the day. And if you're stumped for Christmas present ideas, have a look at our METS and Christmas gear specials – pp14–15 and pp66–67.

**Sam Fortescue, managing editor**

*Sam*



## CONTRIBUTORS



**JASON WEST** is a Royal Engineer who organised a UK circumnavigation after a seven-month Afghan tour



**LIZ CLEERE** escaped the mortgage and set off around the world in 2005 with partner Jamie Furlong



**ANDI ROBERTSON** has been covering big boat sailing for sister title *Yachts & Yachting* for many years



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ANDI ROBERTSON



JOE MCCARTHY



JAMIE FURLONG



# Barcolana

Photo by Carlo Borlenghi

In a scene that rivals Britain's Round the Island Race, as many as 2,000 sailing boats assemble every autumn in the Gulf of Trieste, Italy, for the Barcolana. This year's event on 13 October drew 1,652 entrants, including classic boats and cruisers. Traditional autumnal light airs made the racing pretty serene, and the course was shortened as a result. The regatta was watched by 300,000 along the waterfront.









# Ebb and flow

EVENTS | GOSSIP | NEWS FROM THE SAILING COMMUNITY

## PILOT ERROR PLANE CRASH



**A SEARCH AND** Rescue plane was forced to make a crash landing after getting into difficulties while trying to locate two people missing in a dinghy off the coast of Jersey.

Five people were on board the plane – operated by Channel Island Air Search

(CIAS), part of a voluntary organisation that assists the Coastguard – but all walked away safely after it landed in a field in St Mary. The plane came to rest against a tree, preventing it going over a cliff.

An early report released on Friday, 15 of November

stated that the plane went down due to the pilot failing to notice he was using the ‘tip’ or reserve tanks instead of the larger main tanks, and so ran out of fuel!

The two people missing in the dinghy were located and both are now safe.

## Norbert's November no-go

### AUSTRIAN EXTREME SAILOR

Norbert Sedlacek set out to become the first person to sail single-handed and nonstop from east to west and subsequently from west to east across the Atlantic Ocean in a 16ft (4.9m) boat.

During the course of his attempt on the two records, Sedlacek was due to cover approximately 8,000nM on the

boat, which measures less than the average wave height. During the estimated 80 days of sailing, the Austrian's only protected area in the boat is a



space in the cabin a mere 16sqft (1.5m<sup>2</sup>).

Sedlacek set off on the 10 November, however, electrical difficulties caused him to call into the increasingly busy port of Gijon (see *Sittin' on the dock of the bay*, opposite). As we go to press, the Austrian has announced that due to the electrical problems he developed in the Bay of Biscay he is now delaying his attempt until 2014.

## Cowes combustion

A huge fire has sunk a luxury motor yacht in Cowes, Isle of Wight.

The blaze, on the 76ft (23.2m) boat *Kahu*, burned for over 10 hours, while more than 30 firefighters tried their best to bring it under control. Harbour authorities have now lifted the remains of the boat. Many surrounding yachts have smoke damage.

## IRC 30

The hugely popular cruiser handicap system, IRC, is 30 years old in 2014.

Then called CHS, the handicap was first introduced in 1984 to offer a rating system for cruiser/racers

Sitting and waiting – something Mini Transat competitors have become proficient at





# Piracy problems persist

**IN THESE VERY** pages last month (ST200) we reported on a statement by the EU Naval Force in Somalia about two recent pirating attempts and their warning that the area of the Somali coast is still not safe in spite of rates of piracy falling in recent years.

It would seem that warning was very well timed, as another warning has come from the EUNAVFOR following two more piracy related incidents off the Somali coast.

The first incident happened on Tuesday, 5 November,

when the German frigate, *FGS Niedersachsen* prevented 10 suspected pirates from getting far out to sea. The second occurred the next day, 460 miles southeast of Mogadishu, when a merchant ship had to repel an attack from five armed suspects.

# Sittin' on the dock of the bay

**THE 2014 EDITION** of the Mini-Transat race will go down in history for all the wrong reasons after the start was delayed by a month.

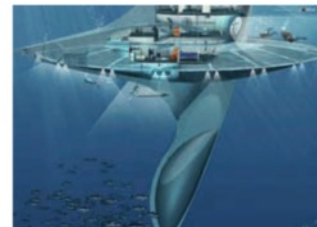
The altered Mini Transat between Sada (Galicia) and Pointe-à-Pitre (Guadeloupe) finally got under way, on Wednesday, 13 November.

After an initial delay due to bad weather in the Bay of

Biscay, the boats set off on their first leg from Douarnenez to Puerto Calero (Lanzarote) on Tuesday, 29 October, only for the weather to turn unfavourable off Cape Finisterre and for the race organisers to cancel this first leg. The Mini Transat fleet was then advised to find shelter in ports on the north coast of Spain, with many boats

making their way to Gijon, before moving on to Sada for the scheduled re-start.

Elsewhere the Transat Jaques Vabre for MOD70s, Multi50s, IMOCA60s and Open40s – all classes designed primarily with ocean racing in mind – was also delayed due to inclement weather during the proposed start time.



**SEA ORBITER** It has been over a decade since it was conceived, but finally there is a build date for Sea Orbiter, the research lab that is one third floating and two-thirds underwater and is designed to roam the seas. Limited work will commence in spring 2014 but it is unclear whether there will be funds to complete the project.



**MARY ROSE WIN** The *Mary Rose*, at Portsmouth Historic Dockyard has been named as the winner of the Best UK Tourism Project award.

**HAYLING TORNADO** A tornado hit Hayling Island this month, uprooting trees and causing no end of damage. Mengeham Rythe Sailing Club suffered particularly, as dinghies were flung all over the boatpark.



**THOMAS COVILLE** began his latest attempt on the fastest solo round-the-world record. But just days after leaving port he was forced to turn back with gear failure. It is hoped he will be able to set off a week after his return to Brest.





# Rooms with a view

**PORT NAVAS, ONE** of only two sailing clubs on the Helford River in the south of Cornwall, has come to market at a guide price of £1m.

According to Jonathan Cunliffe and Ben Davies from Savills Truro, this sale represents, “a once in a

lifetime opportunity for someone with a love of sailing to buy their own yacht club.”

Built in 1955, Port Navas YC lies close to the Duchy Oyster Farm near the head of the creek, immortalised in Daphne du Maurier’s novel *Frenchman’s Creek*. The main

building comprises two large apartments with a studio above, a waterside terrace and a private patio garden. In addition, there is the single storey bar-restaurant premises with kitchen and its own creekside terrace, besides useful stores.

There is likely to be a great deal of interest as the yacht club has additional income from the holiday apartment, restaurant, pontoon berths, creek moorings and, of course the stunning location.

Worryingly the club is being marketed to private individuals, “subject to any necessary consents” and the restaurant has only three months left on its contract.



## BELCHER WINS AWARD

Australian 470 maestro Matthew Belcher has been selected as the male winner of the ISAF World Sailor of the Year award, while the New Zealand 470 team of Jo Aleh and Olivia ‘Polly’ Powrie got the nod for the female gong.

Having been nominated twice before, it proved to be third time lucky for Belcher, who is current Olympic and world champion in the 470 class, and whose winning streak stretches to 17 consecutive regattas.

Aleh and Powrie are the current women’s 470 Olympic and World champions.

# Brussels sprouts olive branch

**A JOINT INITIATIVE** between British yachtsmen and the Belgian and French governments, is hopefully leading the way to the end of problems for British yachtsmen carrying red diesel.

The Gateway Project – a collaboration between seven

marinas in England, Flanders and France – was launched on Friday by Bert Gunst, the Belgian alderman of tourism – the equivalent of a government minister.

The Cruising Association has been working closely with Trevor Barnes, general

manager for MDL marinas at Woolverstone on the east coast’s River Orwell on the issue. “As far as I’m aware this new project doesn’t change the issue, as the EU law still stands, but it looks like a substantial change of view by authorities in Belgium and France,” he said.

## £100K CRASH

Roland Wilson, the man responsible for colliding with the 850ft (260m) *Hanne Knutsen* during Cowes Week 2011 has been found guilty of contravening maritime regulations, and convicted of one count of failing to keep a proper lookout and two counts of impeding the passage of a tanker in a restricted channel. The 32-year-old was ordered to pay a fine of £3,000, and costs of more than £100,000.

## THE FIRST EVER ARC+ has set sail from Las Palmas de Gran Canaria. The 43 yachts will stop in Mindelo, Cape Verde, before setting out across the Atlantic



**118** Crew are sailing the 43 yachts from the Canaries to the St Lucia in the Caribbean



**PARTICIPANTS** went on an ecological tree planting trip during their stay in Las Palmas de Gran Canaria



**DRESSING** boats while in the marina before departure is a rally tradition



**A DECENT** easterly breeze provided the perfect downwind start



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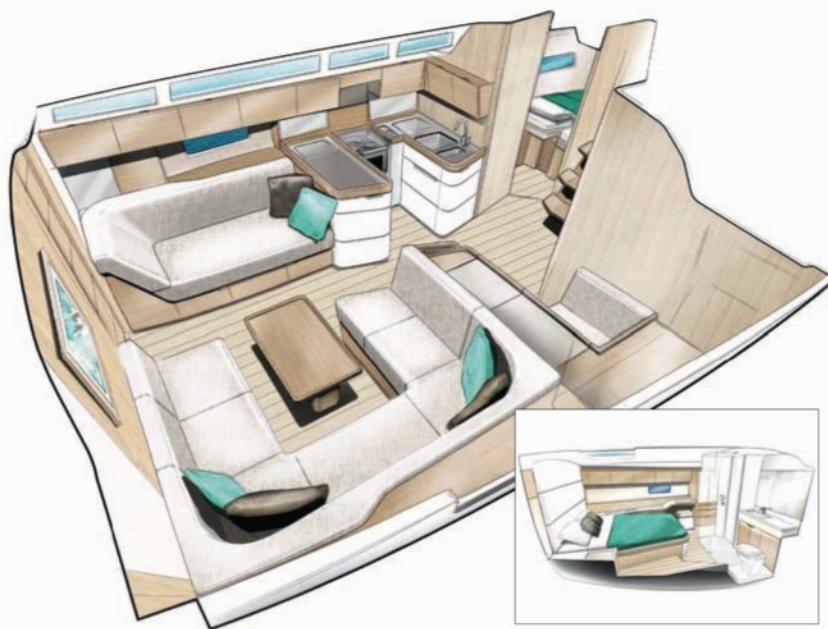




# New boats

DESIGNS | LAUNCHES | PROJECTS

## EUPHORIA 54 : c£692,000



This German Frers-designed boat should hit the water in February. Built by the state-of-the-art Turkish Sirena yard, she promises to be a high spec, luxury performance cruiser. Vinylester injection moulding keeps the hull light and strong, while the carbon rig option offers power.

The mainsheet is attached ahead of the companionway, and control lines are led back via halyard channels to the large cockpit.

► **Builder:** Sirena Marine,  
[en.euphoriayachts.com.tr](http://en.euphoriayachts.com.tr)



## Nautiraid coracle from £1,450

New in the UK this year are these clever folding 'coracles' from French specialist manufacturer Nautiraid. They're well built from steamed ash longitudinals, birch plywood and heavy-duty hypalon for the hull. With the thwarts and frames removed, the boat concertinas into a long, light curve for easy stashing on deck or on the roofrack. It comes in three models – 1.9m, 2.5m or 3m-long and weighing 19kg, 14kg and 20kg respectively. These incredibly versatile craft can be rowed, paddled or driven by an outboard and are even used by the military.

► **Builder:** Nautiraid  
► **UK dealer:** Nestaway Boats  
[www.nestawayboats.com](http://www.nestawayboats.com)



## Dazcat 1195 from £375,600

Makers of a wide range of high-performance catamarans, the UK-based Multihull Centre first brought this beauty to the Southampton show in 2013. Dazcat's line-up is usually very race orientated, and indeed the 1195 is a sleek-looking beast with conservative beam/length ratio, plumb stems, streamline superstructure and high-tech hull profiles. She's also very light, compared to many cruising cats which helps provide her with sparkling performance.

But changes have been made from her sister ship, the 1150, to make her more cruiser friendly with a better-equipped interior and more headroom below.

► **Builder:** Multimarine, [www.multimarine.co.uk](http://www.multimarine.co.uk)  
► **UK dealer:** Multihull Centre, +44 (0)1752 823900  
[www.multihullcentre.co.uk](http://www.multihullcentre.co.uk)



## Sly 43

c£285,000

Another exotic European in the performance cruiser category, the Sly 43 is Italian-designed. The yard has been going since 2005 and has sold several of their smaller 42 model, which this new larger version replaces. It has a bigger, open cockpit, with twin wheels. The build is foam-core GRP with laminated-in carbon frames, and the interior looks modern, with a large double foc's'le cabin and double quarterberths.

► **Builder: Sly Marine**  
[www.sly-yachts.com](http://www.sly-yachts.com)



## Faurby 424E

from c£290,000

Faurby Yachts in Denmark has been building seaworthy, Scandinavian-style cruising yachts for the past four decades and now has a portfolio of five – the latest being the 424. Like her sisterships, she is hand laminated for strength and accuracy, and not one for the extremes in shape and style, the 424 has a traditional single wheel, sugar scoop stern and a gently raked bow. Her hull design is optimised for maximum performance under sail whilst retaining a comfortable and sea kindly motion at sea. She also boasts a stunning, hand-crafted woody interior, but with all the mod cons.

► **Builder/agent: Faurby Yachts,**  
[www.faurby.dk](http://www.faurby.dk)



## Discovery 58

from £1,095,000

Following the success of the Discovery 57, this Southampton-based bluewater yacht builder has recently announced it will be launching a brand-new Discovery 58 world cruiser in 2014. The new yacht will feature a contemporary coachroof with better all-round vision, and incorporate an optional inboard twin-wheel helm position in a very spacious and comfortable cockpit.

Using the successful hull of the 57, she retains the performance and easy motion of her forerunner, and will feature hydraulic in-mast furling, twin-headsail rig, self-tacking jib and electric winches as standard.

Below, a spacious 3-cabin or versatile 4-cabin layout is available.

► **Builder: Discovery Yachts, +44 (0)23 8086 5555**  
[www.discoveryyachts.com](http://www.discoveryyachts.com)





# NEW FOR 2014

**Toby Heppell** reports from the giant METS equipment show

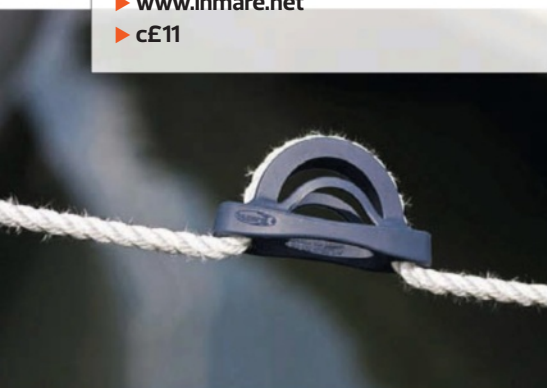
**D**utch gear. It sounds like a euphemism, but every year the Marine Equipment Trade Show in Amsterdam attracts tens of thousands of visitors. It is the largest showcase of sailing gear and boat equipment in the world, but you've probably never heard of it because it is a trade-only show. Make no mistake, though: this is the kit that you'll see on the market shortly.

The best of it is nominated for the prestigious DAME awards, judged by an international jury of experts. You'll see our pick of the kit from the show here, as well as our pick of the DAME nominations marked with the DAME logo. See [www.sailingtoday.co.uk](http://www.sailingtoday.co.uk) for the full list of winners.

## Ariel Inmare shock absorber

This is a new concept in providing shock absorption. The device sits on a mooring warp or spring and does not require any stopper knot nor cutting of the line. Instead, the rope threads over the compression semi-circle of the UV resistant plastic which prevents it from snatching under sudden tension.

- ▶ [www.inmare.net](http://www.inmare.net)
- ▶ c€11



## Apollo Flex solar panel

A new generation of highly-efficient, flexible solar panels have been launched by Germany's Apolloflex. The monocrystalline panel claims 22 per cent efficiency and is lightweight and thin. The technology claims to produce more watts per square metre than any other panel, at 169W per m<sup>2</sup>.

- ▶ [www.apolloflexmono.com](http://www.apolloflexmono.com)
- ▶ From €390



## CV7SF anemometer

LCJ Capteurs' wireless ultrasonic sensor is a plug-and-play wind vane and anemometer for PC. The sensor is powered by its solar panel and the receiver runs off its USB port. Neat

- ▶ [www.lcjcapteurs.com](http://www.lcjcapteurs.com)
- ▶ c€590

## Mass Combi Ultra

Power specialist Mastervolt has launched an inverter charger that promises 40 per cent more power for 25 per cent less – in the same footprint. Engineers developed an efficient new high frequency converter, faster controls and added a solar panel input. From 3,000 to 7,000W

- ▶ [www.mastervolt.com](http://www.mastervolt.com)
- ▶ From £2,695



## OOPArt cleat

This new design has a unique hollow middle that allows multiple uses, impossible with traditional cleats. It can also be used as a fairlead, a ring, an eyebolt and a pad eye. It also offers a significantly reduced footprint

- ▶ [www.osculati.com](http://www.osculati.com)
- ▶ TBA (c€45)





## Profurl Spinex furling systems for cruising

This is a clever top-down furler for quickly and easily controlling your asymmetric spinnaker. An endless furling line rotates the drum and starts to roll up the kite – from the head of the sail down, depowering it as it goes. The plastic "sail bearings" around the torque line keep the sail furling smoothly with no twists. For boats from 16ft to 50ft (5m to 18m)

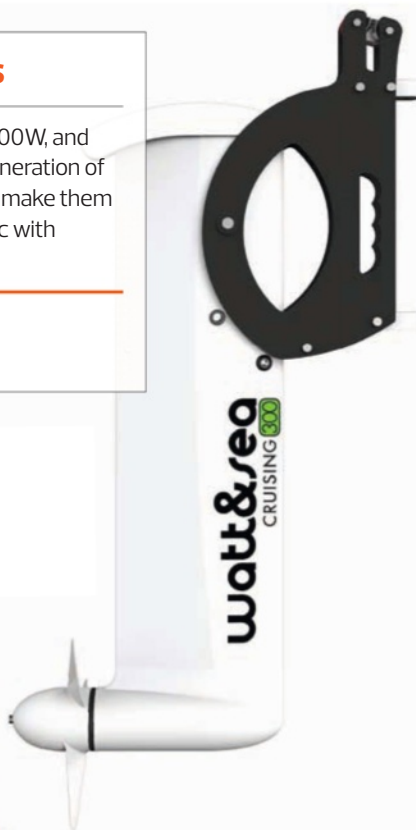
- ▶ [www.improducts.co.uk](http://www.improducts.co.uk)
- ▶ From £1,380



## Watt&Sea hydrogenerators

Available in two outputs, either 300W or 600W, and two lengths – 61cm or 97cm – this new generation of hydrogenerators have been overhauled to make them more manageable and more hydrodynamic with improved corrosion resistance

- ▶ [www.wattandsea.com](http://www.wattandsea.com)
- ▶ From c£2,503



## Henri Lloyd Elite Offshore

The new Elite Offshore gear offers Gore-Tex waterproofing with 20 per cent more breathability and 30 per cent less weight than ever before

- ▶ [www.henrilloyd.com](http://www.henrilloyd.com)
- ▶ From £450 (jacket); £350 (trousers)



## HubbaX4 LTE

This unit can be positioned in the boat's cabin and will work on 2G, 3G and 4G networks to provide users with connection speeds of up to 100Mb per second. It also allows users to connect via marina Wi-Fi systems to save costly mobile data charges. In addition, it has a switch-over facility to operate in conjunction with VSAT systems that keep the boat connected to the best value network at all times

- ▶ [www.buzzconnect.co.uk](http://www.buzzconnect.co.uk)
- ▶ Price: £1,554



## Big displays

Nasa's new large-display, mast-mounted, multifunction repeater has giant 6cm numerals. The oversized display should be readable in all weathers. In the box are cables, data-box with six NMEA0183 inputs and a wireless remote control

- ▶ [www.nasamarine.com](http://www.nasamarine.com)
- ▶ £380





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## COMMENT OF THE MONTH



### Advertising standards

Sir, I am outraged by a naïve but offensive advertising technique which has emerged recently. We now read advertisements for used yachts which describe boats as being of such-and-such “model year” or “year model”. Such descriptions may be appropriate for cars sold in North America (and maybe even in Europe in recent years), but even the mass producers of the most recent sailing boats have not yet produced annual updates to their boats such that one can fairly imply that one made in 200X is different from one made in 200X+1 - except for its age.

Keith Williams, by email

### Keeping watch

I noticed in your December issue under Ebb and Flow entitled Flares follow-up. Stuart Carruthers, RYA Cruising Manager argues that “In today’s modern age there is no compelling case to support the mandatory requirement of flares as a practical and useful method of initiating a distress alert and location.” In other words, if you set off a smoke or launch a flare, there will be no one to see it and raise the alarm.

Although more vessels are using EPIRBs and GPS linked DSC VHF’s for

distress alerting, many also rely on distress flares and no doubt will want to continue doing so. They do not require any source of power and are carried particularly by smaller vessels. In this respect, it seems unreasonable to discount the potential benefit of countless casual shoreline observers, as well as NCI watch-keepers, not to mention the assistance to a helicopter pilot in terms of wind speed and direction provided by red smoke.

The coastguard may have ceased a visual lookout around the coast but an effective lookout still exists.

### PRIZE COMMENT

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



For the past twenty years, ever since two Cornish fishermen lost their lives at sea within visual range of a disused lookout, a group of volunteers have manned increasing numbers of stations and kept a daylight hours watch up to 365 days a year. There are now 50 of these stations operational. If you would like to see where these lookout stations are, visit the National Coastwatch Institution (NCI) website ([www.nci.org.uk](http://www.nci.org.uk)) and see the number of incidents where NCI Watch-keepers have actively contributed to the resolution of a problem.

Alan Richards, Chairman NCI by email

## YOUR PHOTOGRAPHS



**FROST** It is that time of year, where your boat is either ashore or taking advantage of crisp but cold days. David Caie sent us this deck close-up



**JIM HEPBURN** has just fitted this external bow thruster to his steed



**GULL'S EYE** Can you identify the location of this marina like Don did? Hint: It is not this month's feature.



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### Gull's lie

Congratulations on your Gull's Eye of Peel Harbour. Having been brought up and lived in Peel for over 30 years I can confirm that there are plenty of seagulls who show no respect whatsoever for the boating fraternity. The article is however spoilt by the fact that your aerial view was taken before any of the marina development was in place and no pontoons installed!

**David Hill, by email**

### Make some noise

I have read with great interest your review of the top wind generators and whilst the performance aspect was extremely interesting from a 'power' point of view to satisfy the need of modern electronics, only a very brief mention was passed as regards noise via the mounting hardware.

I have struggled for several years with the issue of induced noise (via vibration) as well as resonance. Unlike old DC generators, modern wind generators typically have multiple coils passing across magnets which will induce some 'resistance' at each



crossing point which will inevitably lead to some vibration. A couple of generator mounts I have seen have a clamp on the top generator mount lined with rubber to try and reduce this effect. Alas, many do not!

Mounting a wind generator (typically quite heavy devices) requires sturdy mounting arrangements and it would be wonderful if there was a review which also measured vibration and transmitted noise on, say, a 2.2m or 2.4m pole mounted on an enclosure trying to represent an aft cabin - this would truly convey issues that would need special attention as well as possible solutions. Otherwise, keep up the good work.

**Stewart Vane-Tempest, by email**



**HALCYON 23** This is the lovely boat that kept Julian Green warm and safe, crossing the channel (re-tweet, above right)

**MARINA** The advantage with it getting dark early are the superb sunsets that can easily be found, such as this shot from Matt Bryson



## Retweet

This month we began a regular competition for fun to guess the destination our intrepid Gull was visiting (for our monthly Gull's Eye feature) based on one image (below)

Holy Loch?

**Andrew Furness - Facebook**

Hills in the background are too high for the Kip side of the Clyde - but agree - somewhere in Scotland

**Don Thomson - Facebook**

**Don eventually got the right answer within hours of the picture going up. Could you have done better?**

**Elsewhere there was much conversation generated by Norbert Sedlacek crossing the Atlantic in his 16 footer (see 'Ebb and Flow' pp8)**

I Crossed the channel in a 23 footer, Our lovely Halcyon 23 (see below left) we sold her and have an Endurance 35

**Julian Green - Facebook**

I sailed a Freedom 21 from Lowestoft to Den Helder and back a bit hairy at times but fun...

**Roger White - Facebook**

This chap is going to row across and I think you should do an article on it. ([www.ny2sy.co.uk](http://www.ny2sy.co.uk))

**Andrew Furness - Facebook**

The morning walk on the deck is a rather short one

**Thomas Liaudet - Facebook**

## GET IN TOUCH

Send your letters to:  
[editor@sailingtoday.co.uk](mailto:editor@sailingtoday.co.uk)

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Jubilee House, 2 Jubilee Place,  
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# What's on

EVENTS | DIARY DATES | PLACES TO VISIT



## Anglesey Coast Marathon

18 Jan This running race takes place around the beautiful coastal path of Anglesea, Wales



## Düsseldorf Boat Show

18–26 Jan. The 45th edition of one of Europe's most boat-heavy, boat shows

ON EDITION 2013

## LONDON BOAT SHOW 2014 / 4–12 JAN



Certainly one of the UK's biggest boat shows and being in the Capital, is very well attended. The event showcases a wide array of boating pastimes. Set in the ExCeL, Docklands, organisers aim to display more boats than ever

## WORLD ARC / 11 JAN

The famous circumnavigation event kicks off. Boats leave from St Lucia heading off round the world



## AUCKLAND DAY REGATTA / 29 JAN



The Auckland Anniversary Day Regatta attracts a huge fleet of vessels including gaff riggers, sloops and perfectly restored classic yachts



## Festival Of Sails

21–27 Jan. Considered by many as the Cowes Week of the southern hemisphere this event has also been known as Skandia Geelong week and Audi Victoria Week

## DON'T MISS OUR SISTER TITLES IN JANUARY

### Classic Boat

- ▶ Extreme machine – We take a look at the W-37
- ▶ Odd man out – A classic in the Fastnet? *Duet* runs with the big boys



### Yachts and Yachting

- ▶ Ben Ainslie – America's Cup exclusive
- ▶ On test – RS Cat 16, the new beach-cat from RS put through its paces



## NEXT MONTH IN SAILING TODAY

**FOLLOW THE BOAT** Liz and Jamie continue their world cruise, aiming for Madagascar

**HANSE 505** Duncan Kent savours the latest 50-something offering from the German cruising specialists

**GROUP TEST** Seeking the best 12 volt and battery powered searchlights

**SMALL BOAT** Eagle 36; the mini-J that prefers inshore waters

ON SALE 03 JANUARY





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# Broadside

IN THE WAKE OF THE "WORLD'S WORST STORM", **ROD HEIKELL** LOOKS AT THE EVIDENCE BEHIND GLOBAL WARMING AND FEARS FOR THE FUTURE

In the early 2000's I wrote an article on climate change and how it might influence sailing in the future. *Sailing Today* published the article in 2004 and *Sail* magazine in 2005. I didn't get death threats exactly, but I did get a lot of letters pouring scorn on the notion of manmade carbon dioxide emissions being the main contributory effect on climate change.

Nine years on, climate change is more widely accepted by the population and the majority of climate change scientists, that is 97 per cent, believe that man-made emissions are responsible for global warming. That comes from the 2013 Intergovernmental Panel on Climate Change (IPCC) report that states with more than 90 per cent certainty that human activity has caused most of the rapid global warming in the last 60 years. The response from the nay-sayers is that this is not conclusive. That much is true. The models for the complex interaction of the atmosphere, ocean currents, land and sea temperature differences and a lot of other variables are not perfect.

However, predictions are that weather patterns will become more erratic, fluctuations between hot and cold spells more extreme and rainfall less evenly distributed. Settled seasonal weather will become less predictable and severe storms more likely. Does this sound familiar?

As I write this, Cyclone Haiyan has hit the Philippines and is recorded as the strongest cyclone on record to have hit land, with sustained speeds of 128 knots (147mph) and gusts to 148 knots (170mph). A few weeks previously, the St Jude's Day storm had gusts of 86 knots (99mph) at the Needles. In 2004, I had left *Seven Tenths* in the boatyard in Grenada when Hurricane Ivan came through, a Cat 3-4 hurricane that devastated 200 boats, including mine. This was only the third hurricane to have hit Grenada in 150 years and by far the biggest.

On another occasion, I was in the Atlantic in December 2003 in Tropical Storm Peter, which was not forecast until 24 hours before it formed, with winds up to 61 knots and the first tropical storm in December since 1887. This sort of personal experience really brings the predictions of more severe storms down to a gut level.



*'Hurricane Ivan...was only the third hurricane to have hit Grenada in 150 years'*

An increase in sea temperatures will probably cause yet more intense hurricanes and mid-latitude cyclones and sailing seasons could change. Most of the evidence for this is from personal observations and not from any statistical data. Yet those of us who have cruised in areas like the Mediterranean for decades and have a sceptical frame of mind feel these personal observations should not be lightly dismissed. Depressions are deeper and more violent, especially in the spring, and seem to be increasingly prevalent. During normal settled sailing seasons there seems to be more violent weather with waterspouts, intense thunderstorms and even tornadoes in the summer.

In the last 20 years, sea levels have been increasing at something over 3mm a year. Predictions are that this rate will increase. This concerns not only inhabitants of tropical atolls, but all coastal fringes

where the majority of populations live.

The most obvious direct cost is boat insurance. It is not just the cost of premiums, which have risen. Claims for damage after floods or hurricane-force winds are monitored ever more carefully and in some cases settlement of claims has taken years. And as marinas and harbours require ever beefier protection, the costs of berthing a boat will inevitably increase.


So, to the future. I can only repeat what I said in the original article in *ST* all those years ago. We are all responsible. We drive cars that emit carbon dioxide and other pollutants, we have houses that are energy guzzling, and we have boats which are made of petroleum by-products and powered by engines which emit carbon dioxide. It is all too easy for us to dismiss the arguments above as the ranting of a lot of crazy green activists, but most of the predictions are from panels of scientists concerned with global warming. There are a lot of ifs and maybes, but also a lot of data that is hard to dispute.

## YOUR VIEW

Share your thoughts on climate change or any other sailing issue

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

**ROD HEIKELL** is a regular contributor to *ST* and is probably best known for writing and updating a range of Mediterranean pilot guides, from Italy to Turkey



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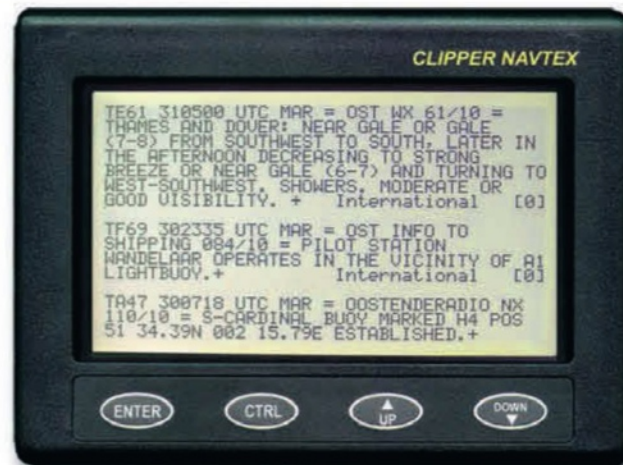
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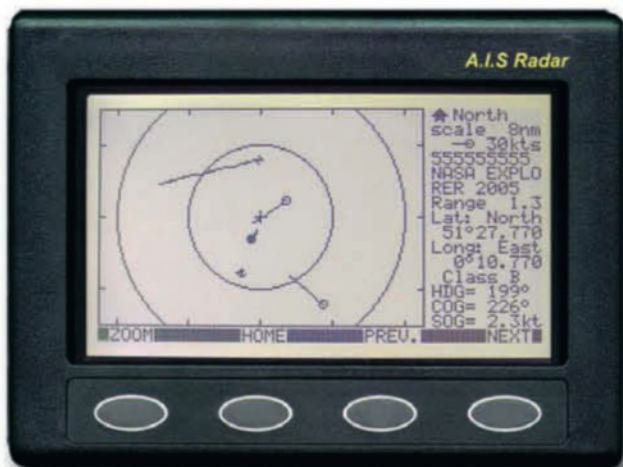
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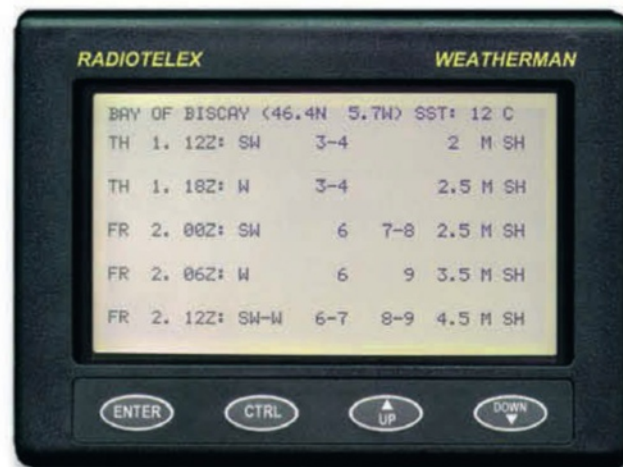
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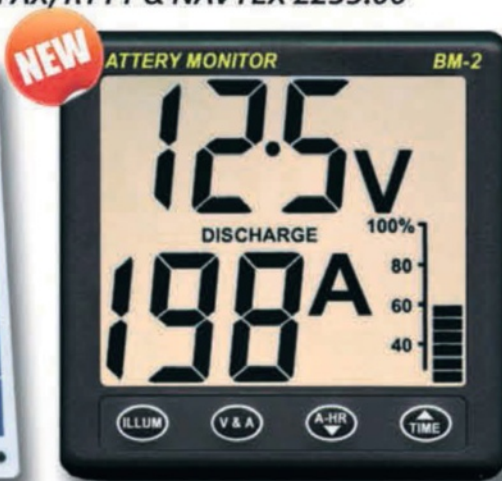
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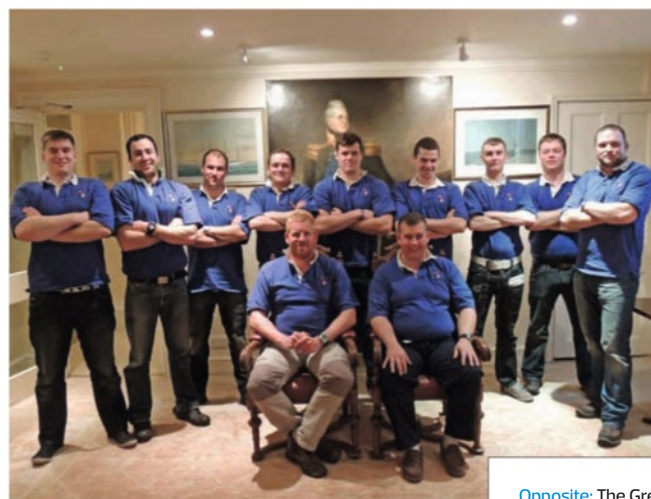
Cruising

# BATTLE OF BRITAIN

Not many sailors would pick November and December for a UK circumnavigation. Royal Engineer *Jason West* reports on a tough passage well made for a good cause







Opposite: The Great Glen provided some eagerly awaited winter sunshine  
Above: The crew in the Royal Yacht Squadron

Before deploying to Afghanistan for seven months, we were asked for ideas on post tour adventure training. Around the table the Troop Commanders suggested the usual options – hill walking in Wales, skiing in Germany etc. My idea to sail around Britain with an inexperienced crew was initially met with astonished silence. My Officer Commanding (OC) Major Jamie Stewart, broke the silence: “Are we able to sail around Britain in a Nicholson 55 in November and December?” I assured him we could and I was given the task. A great adventure had begun.

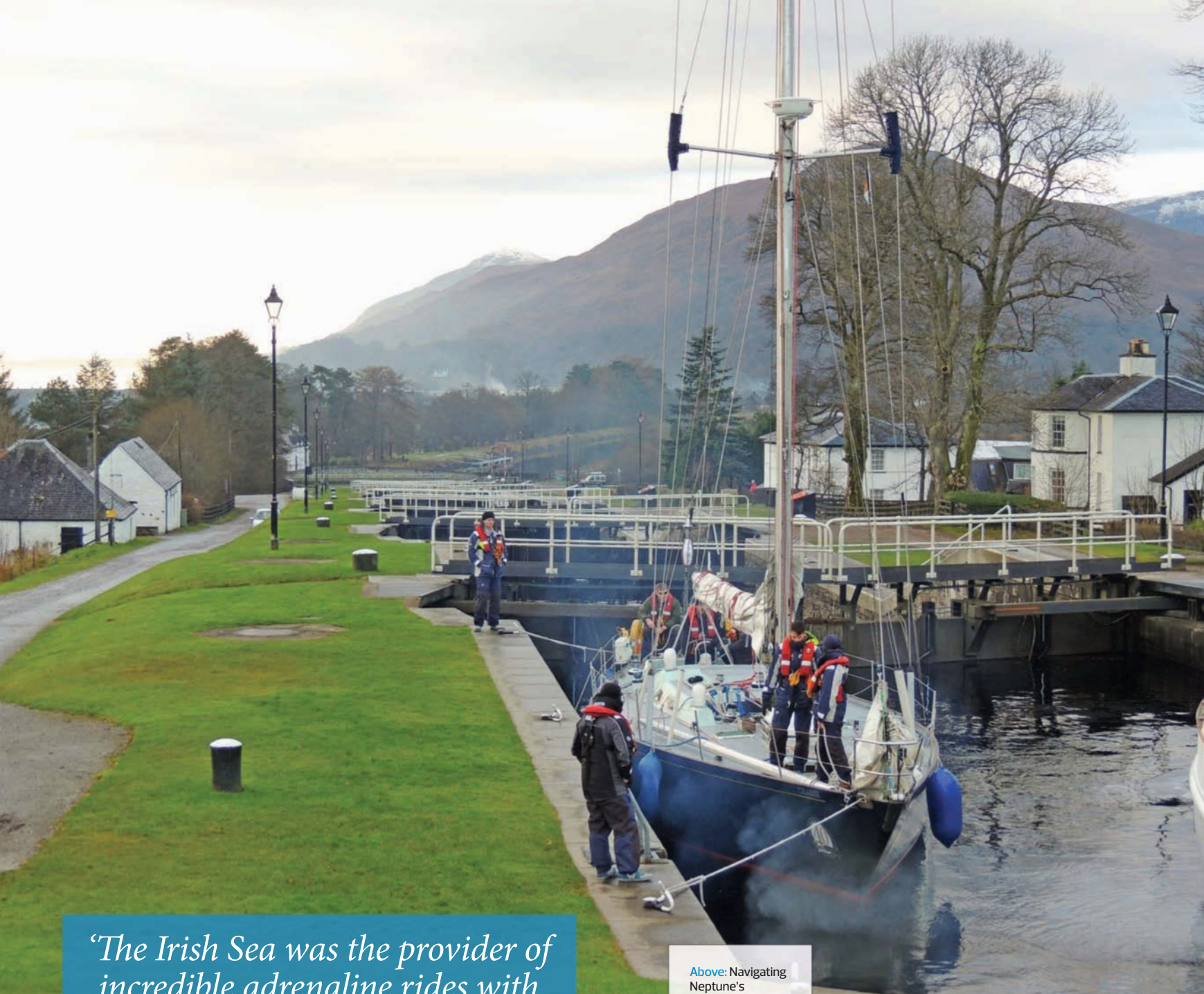
Planning the route became a form of escapism while in Afghanistan. After a long day, I would draw great comfort from laying out my chart of Britain and delving into the almanac. All probabilities were confronted in the desert before taking to the high seas. A beamy Nic 55 with a passage planning draught of 3m restricts the number of marinas that you visit. I decided to travel clockwise in four distinct legs.

On 11 November, the first crew travelled to Gosport where we attended a Remembrance Sunday parade before being introduced to *Chaser* and her Joint Services Adventure Sail Training Centre (JSASTC) skipper, Glyn Jones. A day at the start of each leg was factored in

#### LEST WE FORGET

This article is dedicated to Lance Corporal "Smudge" Smith; KIA while serving in 26 Engineer Regiment, on Op Herrick 16 in Afghanistan, on the 10 August 2012





*‘The Irish Sea was the provider of incredible adrenaline rides with the boat reaching 16.9 knots’*

for fitting oilskins and boots, familiarisation with the boat, and on board training, which started with fire fighting, then storm sails, life jackets, Jon buoys, throwing lines, EPIRBs and finishing off with the drills for reefing.

The start of the first day was cut short as we were forced to return to the jetty to carry out repairs on the wind instrument. The younger, more adventurous members of the crew put themselves forward to go up the mast, and with repairs done we headed for Weymouth. There was no time to appreciate the town that is home to more public houses per square metre than any place in Britain, as our

regiment’s Commanding Officer had taken time out of his busy schedule to join the next leg to Falmouth.

It was an eye-opener for all, sea sickness showing that it is not rank conscious and will attack without warning. The very few that could survive the rocking below decks whilst waiting for the kettle to boil were held in high esteem by the remainder who preferred to stare at the horizon.

### Round the corner

In Falmouth, we studied the 150-mile route to Milford Haven, the forecasts on weather.com, and double-checked the tidal streams; getting these wrong

**Above:** Navigating Neptune’s Staircase at the start of the Caledonian Canal

**Top right:** The Nic 55 is a dependable performer to windward in heavy weather

**Above right:** Snow capped Ben Nevis made a stark change to the desert of Afghanistan

would be costly, as there would be no turning back once round Land’s End.

Wales’ largest port, Milford Haven was also our next crew changeover point, where we had a couple of days to clean the boat and carry out any necessary repairs. We agreed with Lord Nelson who is recorded as saying that, “Milford Haven is one of the great harbours of the world”. A must-see if you are visiting is the Sea Lion Rescue Centre with feeding time at 1300hrs. The biggest disappointment will be that you are not allowed to take the pups home!

The second leg’s first stop was Douglas on the Isle of Man, with Holyhead as our run-to port. Between the shelter of the marina and leaving the lock, the new crew was introduced





### Which way round Britain?

Our clockwise route meant battling the SW winds on the west coast while we were fresh, and we'd enjoy a relative lee on the east coast when we were weather beaten. On the last leg, Christmas would be fast approaching and the scarcity of suitable ports on the east coast tied in with the need for longer passages. Smaller boats with short-handed crews often plump for an anticlockwise circuit of Britain to reduce tacking in the busy Channel and through the gas rigs and wind farms of the North Sea.



to a Force 7 wind and a rough sea, as well as tacking and gybing drills. We also demonstrated the man overboard drill, using a fender and a canvas bucket. Seals accompanied us at a more reserved distance than the pods of dolphins that later kept all of us fascinated with their effortless movement through the water. The wind eased only slightly and the boat rarely dropped below 10 knots.

Teamwork among the new crew was further developed as foresails were reduced. We routinely reefed the mainsail before darkness set in, with the mindset that it is easier to shake out a reef than put one in at night. My oilskins saw more than sea spray as the new crew became confused as to which side of the boat to go to relieve

their stomachs of the stew they had eaten only minutes before.

The Irish Sea was the provider of incredible adrenaline rides with the boat reaching 16.9 knots. We covered 230nM in a little over 26 hours, with the wind gusting up to Force 9. The Isle of Man was a welcome sight and presented a new challenge with its 20ft-high harbour walls. Some impressive monkey work was needed by the amused crew, scrambling up the steep harbourside steps. Here the prudence of spending extra money on longer lines proved priceless as the rise and fall of the tide was 3m.

We rested up for a day as the predicted Force 8 came through, sadly a lot of the main attractions were seasonal and closed, although the Douglas Bay Horse Tramway is on my list for the next visit. We carried out the usual monthly maintenance and certain members soon learnt why you lay out winch parts in a set order when you take them apart!

### Preventer pickle

The weather for our next passage to Dunstaffnage was a Force 5 from the southwest, giving us a nice beam reach and making life more comfortable below decks. But leaving Douglas, the boom preventer became caught under the boat. The engine was switched off immediately, and attempts to retrieve the line by hand didn't work. Lady Luck was not smiling; a large ferry had decided to leave behind us.

Another tip is to ensure that all your crew knows how to tie knots as well as the bowline and clove hitch; the rolling hitch is an essential knot that is often neglected. Combining gybing to avoid the shallows and the ferry, and a rolling hitch to release the boom preventer, we finally managed to head north. Progress was better than anticipated, and it became necessary to find an anchorage, to ensure that the tides were running with us as we entered the Gulf of Corryreckan, a narrow channel between the Isles of Jura and Scarba.

Major Stewart proudly placed himself in the pulpit at the front of the boat to enjoy the return to his motherland. His newly dried out oilskins offered him little protection as a freak wave submerged the front of the boat and travelled 50ft through the air before landing in my boots as I attempted to helm. He returned from the bow with the second lifejacket he had unfortunately managed to inflate.

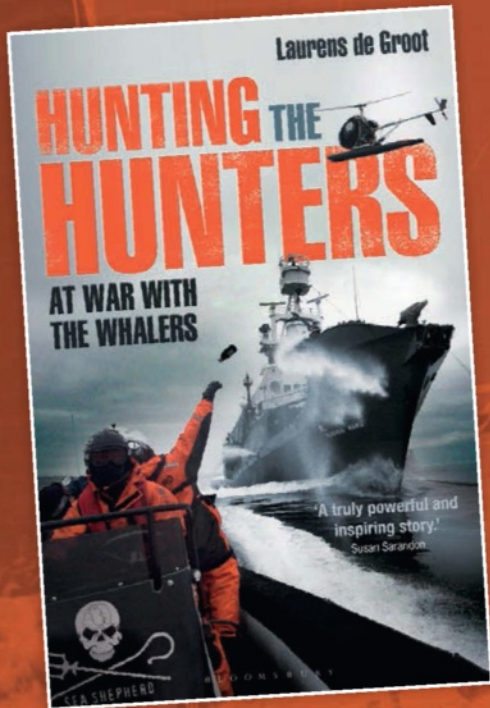
Carrying spare lifejackets and also having someone qualified aboard to service and maintain them paid dividends: eight lifejackets were set off over the course of the trip. They were not the only casualty of the huge wave as I ended up repairing the foresail that had torn.

The third leg proved to be the jewel in the crown when it came to scenery, but sadly we couldn't follow the advice to stay as long as possible in the Scottish Isles. We headed inland to

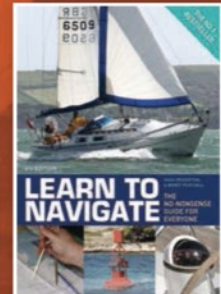
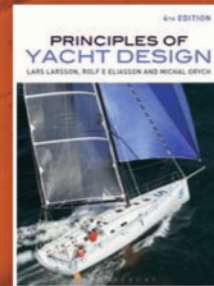
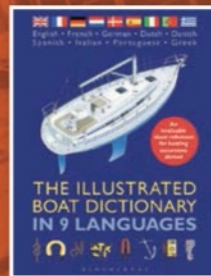


Winter sailing comfort depends on the right choice of gloves and hats





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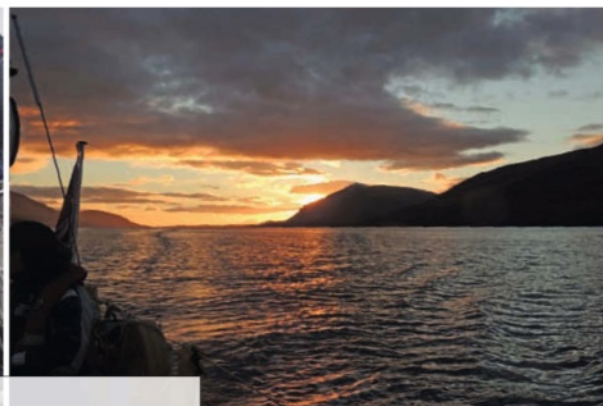
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Fort William and the sight of a snow-capped Ben Nevis was a stark contrast to the desert views the previous seven months had accustomed us to.

Each morning now involved de-icing the deck and the freezing conditions slowed down progress with crew movement being undertaken in a gingerly fashion, whatever the task. Slowly we motored along and enjoyed views of the Nevis Range and Grey Corries in the distance with isolated herons, pairs of swans, diving cormorants, and a healthy smattering of ducks along the banks.

Neptune's Staircase (see ST197) with its eight locks lifted us 19.5m at the start of the Caledonian Canal. The views were beautiful and the lock keepers could not have been more helpful. Loch Ness was ours to enjoy, but Nessie was as shy as ever and managed to elude the preying eyes of the crew. We moored up in Inverness, a beautiful city and a must for a visit.



Above right: Awe inspiring winter sunsets and rarely another sail to be seen all trip  
 Above left: There were smiles all round when the wind cooperated and *Chaser* got into her stride

From there we entered the North Sea to head for Edinburgh, with Peterhead as our run-to port. Another two lifejackets were set off and more casualties filled the sick bay. Reaching the Forth Bridge seemed to take a decade, but we finally arrived at 0030hrs – 12 hours later than the skipper expected. This upset a planned overnight break in the city with my wife (who had agreed to this whole

trip after a seven-month separation). I didn't get to the prearranged B&B until 0300hrs after a long walk. Still it was lovely to be there.

### Busy waters

After the crew had tasted the delights of Edinburgh and showed huge discipline by staying away from the whisky, we set off to Hartlepool. All was quiet until we reached the edge of the Forth, when we were grateful to have the AIS system to identify the proliferation of shipping that all seemed to be heading in our general direction at a much greater speed.

We changed the foresail four times as the wind shifted constantly – not recommended unless you have a crew of fit, young soldiers with a good sense of humour who will laugh at whoever returns to the cockpit the wettest! We heaved-to outside Hartlepool Lock, where another nautical lesson was learnt as we drifted on the tide.

## UK CIRCUMNAVIGATION



The Caledonian Canal is a useful shortcut for any winter trip round Britain



Marinas the length and breadth of the UK helped make the plans come to fruition

**CHASER**  
 Nicholson 55  
 1970

---

**LOA:** 53ft 9in (16.4m)

---

**Beam:** 14ft 4in (4.36m)

---

**Draught:** 8ft 3in (2.51m)

---

**Engine:** Perkins diesel 72hp

---

**Designer:** Raymond Wall



## A TIGHT SHIP

To compensate for the lack of daylight hours during November and December, reveille was usually at 0600hrs and slipping at 0730hrs depending on the state of the tide. The crew was divided into red and green watch and one taken from each to be "Mother" for a 24hr period, ensuring that all had a fair crack at showing off their culinary skills.

Each leg began with the food being stowed, followed by personal kit. Each crew member was given a menu list of the ingredients for each meal for 11 people, and the finances to purchase the provisions. This saved time on the crew changeovers and meant no one missed any lessons.

My tips for winter food on the go are porridge for breakfast; lunch prepared before slipping, to reduce the time the Mother watch has to spend below; and simple stews for dinner.

The easiest meal that we prepared, which never failed to please, was a kilogram of chopped ham mixed with cooked pasta, and added to carbonara sauce with a sprinkle of any spice that Mother watch could find in the lockers. Each leg saw a crew meal at the end and it was noted that the farther north we went, the larger the plates and the portions became.



**Above left:** Passing the Spinnaker Tower in Portsmouth on our way to Cowes  
**Above right:** The crew sit down to enjoy a well-earned crew meal at the end of the trip's third leg



Another long leg lay ahead of us and with concerns about an approaching storm, Great Yarmouth was identified as the run-to port and the crew briefed about the 130nM journey to Ramsgate. Other than a brief spell of hail, the weather was kind during the daylight hours. Night was a different story, and we were forced to triple reef the main and twice reduce the foresail. The gas platforms, wind farms and increased shipping were keeping us all entertained and then half the instruments decided to fail.

Like all good sailors we had kept an hourly log and marked our position on the chart, so we calmly resorted to the basics. An unexpected treat came when my off-shift was cut short at 0100hrs by water leaking in through the Dorade vent all over me and my bunk. Totally soaked, I changed into dry kit, donned my life jacket and went up top.

Ramsgate was a welcome sight and the crew settled down to a well-deserved rest with reveille set at 1100hrs. This was brought forward

by a 'call to all hands' as we were asked to move at 0715hrs by a large wind farm launch.

## A Cowes welcome


That night we decided on a Christmas barbecue, and with true Sapper ingenuity, a turkey roasting tin and a shopping basket made the perfect cooking instruments! The finale of the trip was to go to Cowes, with the belief that all great sailing adventures should incorporate such a nautically rich town. Always keen to enhance the voyage, I called the Royal Yacht Squadron, which invited the crew to moor up in its marina and invited us for tea and a guided tour. Many wrong assumptions were challenged and defeated by the open and warm hospitality that the head steward James showed the whole crew. We were shown literally into every room in 'The Castle' and asked to sign the visitors' book that had been started in 1850!

Finally we returned *Chaser* to JSASTC in Gosport where she was shown the respect she deserves, cleaned from top to bottom and all repairs carried out. We had sailed 1,866nM, 136 night hours, and had all had the opportunity to reflect and discuss, not only on this voyage, but on the seven-month voyage we had just returned from.

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## A worthy cause

During the planning stage, I wrote from Afghanistan to every Harbourmaster to ask if there would be a berth available to us. I also enquired if they would like to donate their mooring fees to Toe in the Water. This is a tri-service initiative that aims to inspire the men and women who have sustained often traumatic injuries, including the loss of limbs, to move beyond their disability and become re-inspired by life. Competitive sailing is a physically and mentally challenging sport and provides a unique opportunity for injured men and women to sail and race on equal terms with the able-bodied. The letters of invitation I received in reply were overwhelming and every harbour we visited agreed to donate to such a worthwhile cause, raising £670.

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



### ABOUT THE AUTHOR

**Jason West** has gained all of his sailing qualifications at JSASTC. He races with the Royal Engineer Yacht Club, established in 1846 it is one of the oldest in the world.





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We spent our last weekend snorkelling, sunbathing and exploring ashore



**B**ack in 2010 I'd never been on a charter holiday. Having always kept a cruising yacht in UK waters I felt guilty enough already from under-utilising her without adding further insult by heading off for a week to sail something else.

I also had a preconception about charter holidays. I thought that if it was anywhere pleasant and at the right time of year, especially in the Med, the crowded anchorages would put paid to any of the feelings of discovery and self sufficiency that appeal so much with cruising. That was before I discovered the west coast of Greece in the so called 'shoulder season'.

The last week in October is a bit of a gamble in the Ionian; it's no accident that this is the last week that it is even possible to charter a yacht in this area. The reason for this is the increase in the incidence of autumn rainstorms, which are often accompanied by very strong winds. Nearing the end of our week we'd had it all; from tranquil 28° afternoon swim stops, to a waterspout that chased us into Ithaca, clipping our mast tip on its way and spinning the wind instrument up to a preposterous Beaufort 12.

What we hadn't had anything of, though, was crowds. We'd simply been able to park our boat anywhere we wanted to. Okay, some of the tavernas on the smaller islands were shut, but we'd stocked up on olives, bread and the fridge was jammed with crates of Mythos – the locals' choice of refreshing lager.

Accompanied by my non-sailing partner, we'd got a few days of



**SECRET PLACES**

# Ormos Abelike

Only a stone's throw from  
the charter fleshpots of  
Nidri and Lefkas *Jake Frith*  
discovers an Ionian idyll

windward thrashing out of my system early in the week, so I promised her we'd head back a couple of days early and find a secluded anchorage just a few miles from our charter base of Nidri. This is, anyway, an advisable course of action towards the end of a charter holiday when there are flights to catch and over-time deposits to lose.

There are three secluded bays on the northeast coast of the island of Meganisi, all less than an hour's sail from Nidri. Each of these bays resembles a many leaved clover in shape, so there are multiple bays within providing plenty of privacy for boats to moor in splendid isolation, although often only 50m from each other.

Our 'private' bay was somewhere in the middle of this intricate cluster, so officially it was part of Ormos Abelike. A buoyed fish trap was laid across the entrance, which had clearly put other boats off, but we





PICTURES: JAKE FRITH, JULIA HOPSON

nosed in closer to discover a 15ft gap had been left at the shore end that we could just squeeze through.

Once we had the boat snugged up in the narrow end of the bay with bow anchor and stern lines, we set about discovering this new land, devoid of any other human activity. While Northern Meganisi's 'main' town of Vathi was only a mile away, so a convenient walk for an evening meal, it lay over a very steep saddle of land, so we were in our own private world of tinkling goats and olive groves.

Knowing we would be back in Blighty for the start of November with clocks gone back and the first frosts on their way, we spent our days soaking up every last drop of sunshine in and out of the water. For the whole weekend we had this private idyll entirely to ourselves, exploring the rocky tracks, snorkelling in the balmy water and generally recharging our batteries. 🌊

ΟΡΜΟΣ ΜΕΓΑΝΗΣΙΣ 38° 29' N 160° 07' E 46' 10' E



## The Inland Sea

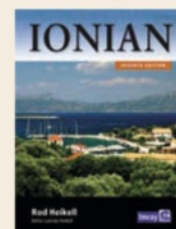
The area of the Ionian bordered by the island of Levkas to the northwest, the Greek mainland to the east and the island of Cephalonia to the southwest is known by sailors as the Inland Sea. It's a great spot for a first charter holiday, as it is protected on pretty much all sides. The sea state is often calm and the whole experience of having land visible in all directions can make the sailing feel akin to a large lake.

## Meganisi

An island off an island, Meganisi is located to the east of Levkas. With a population of just over 1,000 people, tourism is its main industry with its harbours of Spartakhori and Vathi attracting many hundreds of yachts of all nationalities in the high season. Lugless Will (William Lithgow of Lanark; an ear-less 17th century writer and adventurer) famously had a seaborne tussle with Turkish pirates in the Meganisi Channel. Lithgow went on to feature this episode in his *Total Discourse of the Rare Adventures and Painefull Peregrinations* published in 1632. It is not clear whether his adventure off Meganisi or earlier getting his ears hacked off by the brothers of a girl he was courting represented the more painfull of his peregrinations.

## Ionian pilot

The essential on board reference book to the coasts and Islands south of Corfu is Rod Heikell's *Ionian*. Now in its seventh edition, this mix of travel guide and pilot book is regularly updated to keep up with this fast developing stretch of coastline.



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## GULL'S EYE

# LARGS YACHT HAVEN



## Largs could be the perfect west Scotland base, finds **Toby Heppell**

Largs Yacht Haven has to be one of the finest marinas to start exploration, or indeed to provide a base for ongoing exploration, of the west coast of Scotland.

Well known as a beautiful sailing and cruising destination, the area can be a slog to reach for anyone living south of the Border. However, Glasgow is just an hour away by train or a 40-minute car journey, and with its big airport and rail connections,

access from much of the rest of the UK suddenly becomes easier.

The town of Largs itself has a very touristy feel, meaning it can be a little barren in the winter months but full of buzz during the summer.

The marina is not in the middle of town, so it is a short walk to the various amenities there. However, on site there is almost everything you would need, though major provisioning requires a trip to town. Anyone visiting for more than a day would also want to head that way.

**Main:** The west coast of Scotland offers some of the finest watery vistas in the UK



ERIC ROY

## RUN ASHORE

There are two restaurants on site, Scotts and the more café/deli-style Bosun's Table. Arriving early we stopped off at the Bosun's for a quick breakfast. The food was excellent and plentiful, particularly for the price. I can well imagine, were I to return on a cold delivery trip, the memory of that plate would easily keep me going.

In the marina, efforts have been made to give a community feel to the shops and services on offer, built round a central courtyard.

Reasonably, the stormbound sailor would quickly want to head into Largs itself were they stuck for anything over a day. Walking into town is doable but is roughly 1km away. In Largs there are the usual shops, plus family attractions like the Vikingar viking experience building.



## Local berth holder

**Neil Falconer – Moody 34**



"The surrounding area offers fantastic sailing for a day, a long weekend or longer. For a

day sail you would struggle to beat sailing round the Isle of Bute, perhaps anchoring at Balnakailly Bay on the north of the island for a beach barbie.

"This area is less busy in recent years, thanks to people being less keen on anchoring and taking a dinghy ashore. Around the island there is the

one navigation anomaly in the surrounding area. As navigation buoys are laid on the ebb tide, the buoyage on the east of Bute is somewhat confusing. Halfway up the channel, they switch over due to the tidal flow running over the top of the island. That one catches out a lot of visitors."



**SoLent:** 13.30 hrs 04/08/13

**Wind:** 15 knots gusting 26 knots, SSW

**Weather:** Clear, good visibility

**Boat:** Elan 410 - GBR 8410 "Flair V" with owner Jim Macgregor

**Event:** Cowes Week - Day 2, Western Solent

**Keith Lovett:** Haven Knox-Johnston's Business Production Manager on-board IRC Class 3 winner sailed and helmed by Olympians Katie and Lucy Macgregor



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### Top-class venue

Thanks to the sheltered waters in the Largs Channel, many classes chose the venue for big championships, meaning the on-site sailing club can be busy

### Shallows

Shallows extend either side of the marina entrance. Although entry can be made at all states of tide, pay close attention to the safe water buoy

GULL'S EYE

# LARGS YACHT HAVEN

55° 46' .40N, 004° 51' .84W



NEW! SCAN HERE OR SEE OUR WEBSITE FOR A VIDEO GUIDE



## Naturally sheltered

Both Cumbrae and Little Cumbrae do a good job of protecting the marina entrance. This makes entry surprisingly easy even in an onshore breeze



## On site dining

Most of what you need can be purchased in the marina itself, with restaurants, delis and chandleries all on site. However, a walk into Largs is required for bigger or specific items

## FACTFILE

### LARGS YACHT HAVEN

**Contact:** +44 (0)1475 675 333  
[www.yachthavens.com/largs](http://www.yachthavens.com/largs)

**Berths:** 730

**Facilities:** Wi-Fi, electric and fuel, 45- and 70-tonne hoists, 24/7 opening and security, toilets, showers and laundry

**Tides:** Greenock -0020

**VHF:** Channel 80 and 37

**Costs:** £2.80 per metre (overnight)





# Passage planning

**LARGS YACHT HAVEN : 55° 46' -40N, 004° 51' -84W**

**Above:** Largs Yacht Haven is surrounded by stunning scenery  
**Above right:** Lochs, islands and bays aplenty make for fine cruising

Few things could be simpler than the approach to Largs Yacht Haven via the Largs channel, which is remarkably free of hazards. Happily it is also an easy approach almost whatever the wind state, thanks to the adjacent Cumbrae Islands and the islands to the west. You can sail whatever the weather, as very little significant swell develops in the Largs channel. On the day of

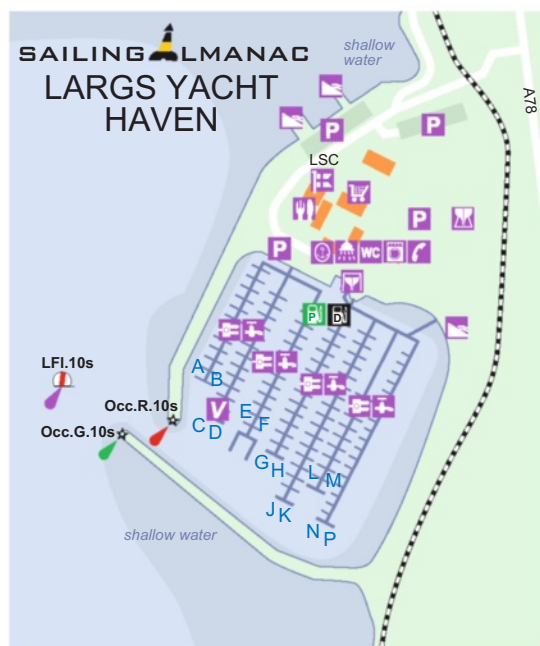
our visit we had winds up to 35 knots and yet the sea outside the marina remained remarkably calm. The island's position protecting the haven

*'be wary of straying too close to shore on either side of the entrance'*

The Hunterston Channel is well buoyed and lit, and it is simply a matter of following it northwards past the Hunterston Jetty.

Although you may see small craft moorings in front of Fairlie, be aware of the Fairlie Patch shallows to the northeast the jetty. This is marked by a starboard buoy with a light. It is also worth noting that the area is a no-anchoring zone, and although there are mooring buoys just off the Fairlie yard, it is very much more working yard than marina. Given its proximity to Largs Yacht Haven, it is hard to imagine the visitor selecting this option unless they were coming specifically to be hauled out there.

The final approach to the marina is



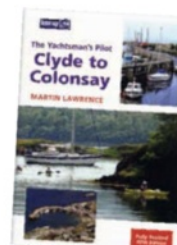
from westerlies is particularly useful as it means entry can be made even when strong onshore winds make other nearby harbours definite no-go areas.

From the south, the approach is made between Little Cumbrae Island and Farland Head, or through the Cumbrae Pass between Little Cumbrae and Great Cumbrae islands. If approaching from Farland Head using the Hunterston Channel, be aware of a yellow buoy marking an outfall from the Hunterston power station, just off Little Brigurd Point, one of the few spots where turbulent water can be an issue.

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## CRUISING GROUNDS

Being on the west coast of Scotland, you have immediate access to some of the world's best loved cruising grounds. With the many nearby islands and lochs, options for day and weekend sails are numerous.

Perhaps the most popular and spectacular locally is a sail through the Kyles of Bute, the narrow waterway around the north end of the Isle of Bute.

There are visitor moorings at Tighnabruaich or Kames and a very popular choice is to head through the Crinan Canal (max depth 9ft 4in/2.8m) and visit the moorings at the still-busy fishing town of Tarbert.

It is well worth sailing south and round the Mull of Kintyre before heading north once more, ending up on Jura where the distillery does regular tastings – also accessible from the Crinan Canal. Or head up through Loch Fyne and finish in Inveraray – a popular choice for the fine hotels and restaurants found there.

For a longer trip, the Western Isles are on the doorstep – still described as among the world's finest cruising.



NOT TO SCALE

marked by an easy-to-see red and white safe water buoy.

If approaching from the north, yachtsmen should pass the town of Largs with a good offing to steer clear of the shallows on the port side. The Yacht Haven itself is built into a large area of shallows and, though the entrance stretches out to the deeper water and so does not require dredging, be wary of straying too close to shore on either side of the

**Below right:** Largs SC welcomes visitors  
**Below:** Scotts restaurant

### Costs

#### BERTHING CHARGES

Duration	Per metre LOA
Overnight	£2.80
Monthly	£53.60
Regatta rate	£16.50 (per night)
Hard standing/ storage ashore	£0.58 (per day)



entrance.

Closing in on the marina you can clearly see an obelisk-like monument (The Pencil) behind, and as well as the red-and-white safe water buoy a cable off the entrance.

Temporary visitor berths are on the end of the second row of port-hand pontoons. If you have not notified staff by VHF or phone you should stop here and make your way to the marina office on foot.







# OCEAN RACER

HANNAH JENNER TALKS TO **SAM FORTESCUE** ABOUT SAVING THE PLANET, GROWING CRESS AND BEING A GIRL IN SAILING

**A**fter anxious days of waiting, Hannah Jenner and Rob Windsor's Open 40 beat out of Le Havre into a flaccid 8-knot westerly. This was the weather window that the Transat Jacques Vabre fleet had been hanging on for. "Last time we saw 65 knots," Hannah told me before the race, referring to her 2011 Transat campaign, when she came in third. "There's another low coming and the sea state won't have much time to go down."

The race begins with a slog to windward down the English Channel, and more bad weather forecast at the weekend means that the Open 40s have to make a weather stop in Roscoff in northwest Brittany. "Then we crack sheets and head for the sun," says Hannah. After that, it's 5,200nM round Finisterre, across Biscay and ultimately through the Doldrums to Itajai in Brazil.

Of course, that makes it sound simple. The pair have already lost nearly 800nM on the leading Open 40 after returning to France to fix a broken forestay. Now they will be racing for up to 25 days, three hours on watch, three hours off, switching even more regularly in tough conditions. "One mistake can cost you your entire race, so we always make sail changes together. Your body gets used to it after a couple of days." They will receive weather data via satphone, but have no help interpreting it for routing.

Hannah and Rob are racing under the colours of 11th Hour Racing, a relative newcomer to the racing scene that aims to promote more sustainable sailing. This ethos struck a chord with Hannah and has led her to change the way she sails, making a series of ambitious promises about the green credentials of her race.

"We're aiming to use the engine only for leaving the dock, not battery charging," Hannah says. She explains how the boat has been equipped with a Watt&Sea hydrogenerator capable of putting out 25 amps at 10 knots of boat speed. By running it for four hours a day, all the boat's power requirements can be taken care of, and they dispense with 90kg of fuel. For slow days, a pair of solar panels will top up the system with 6 amps.

"We're really trying to send a message to the cruising community – nothing is going over the side, not even biodegradable stuff. We're only going to generate a single bag of rubbish during the 25-day race." That's harder than it sounds.

For a start, there's no fresh food on board, other than cress, which Hannah and Rob will grow in a carbon-fibre hydroponic box. The usual freeze-dried food in one-shot packs are also out, because they generate a lot of plastic waste. "We've got six different flavours which we scoop out of a big tub and put in a thermal bowl with water. It saves lots of space, some weight and is much more hygienic."

Crucially, they make their own water, instead of relying on a stash of single-use plastic bottles. By using the Spectra unit, they expect to eliminate more than 800 bottles, also making a dramatic weight saving.

I try to imagine a 25-day Atlantic crossing without the excitement of meals to look forward to. But things are not quite as stark as they seem: "My Mum is making me flapjack with protein added," admits Hannah. "And the chicken curry flavour always goes down well when it's hot."

With a range of accomplishments that stretch from the first woman to have skippered a boat in the Clipper

Round the World race to winning the Transpac this year on the 1929 Olin Stephens-designed yawl, *Dorada*, it's easy to forget that Hannah came relatively late to sailing. She completed her first Atlantic crossing

eight years ago, at the age of 24, having barely set foot on a boat four years earlier.

"When I was eight, I had my first experience of sailing in an Oppie, but I grew up in Shropshire, far from the water. I heard an interview with Pete Goss, which was really inspiring, but it was only when I moved to Southampton University that I began racing – in a Tripp 40. I didn't have an awful lot of social life for a couple of years; I got my head down and took every opportunity to get out and sail."

She's well aware that she's something of a role model in the tough world of endurance racing, where men predominate. "When I started, you had to act like a guy and be like a guy, but I didn't want to do that. I like skipping down the pontoon sometimes, and I like to look like a girl. It was only really when I finished the Clipper that I realised how far and fast I'd come."

She's a big advocate of sailing for all. "For young people trying to get into it, it's tough – lots of work for no pay. I found it really helps if you set yourself a goal each year." ♦

*'We're aiming to use the engine only for leaving the dock, not battery charging'*

**FOLLOW HANNAH** and Team 11th Hour Racing across the Atlantic by clicking on to: [tracking.transat-jacques-vabre.com](http://tracking.transat-jacques-vabre.com)



A white sailboat with two masts is on the water. The name 'ESPER' is visible on the hull. The water is a vibrant turquoise color, and the sky is blue with scattered white clouds. In the background, there is a small island with palm trees and a tall tower.

# CARDAMOM CRUISE

When *Liz Cleere* and *Jamie Furlong* left India on the spice route to Madagascar, they didn't expect to see Malaysia. Part I: the Maldives



**M**anta rays skimmed past the boat, their wings barely disturbing the water. The navy blue of the Indian

Ocean turned to blazing shades of turquoise, as though illuminated from below. We had been told the best view of the Maldives is from an aeroplane, with pearl islands scattered across a sapphire sea stretching for a thousand miles. But I beg to differ. After days or weeks of passage-making, that first view of palm trees on the horizon and the unmistakable sweet, tropical smell of land, arouses the kind of joy only a sailor can experience.

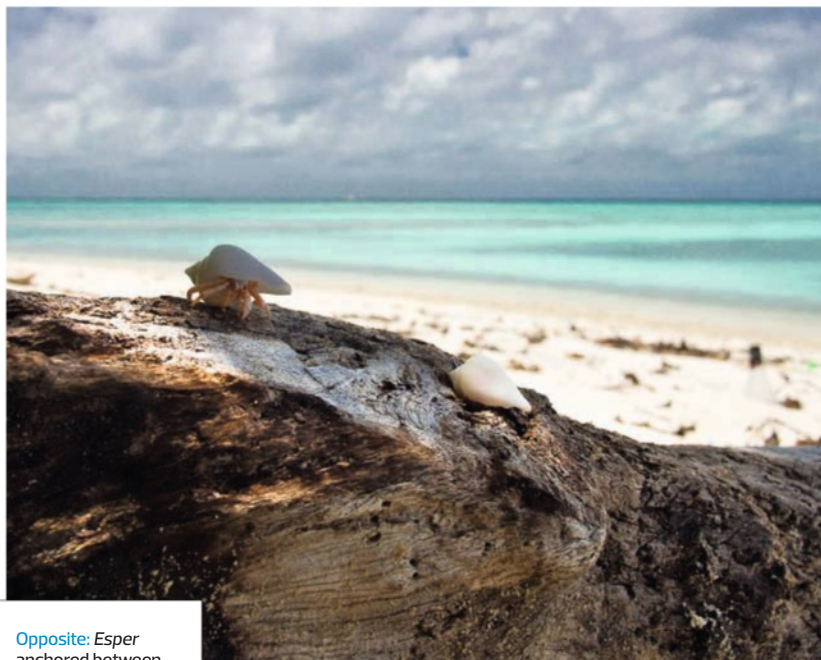
Furling away the sails, we brought *Esper* closer to the shore, and looked for a suitable place to anchor. Jamie had marked an area on the charts wide enough for us to have some manoeuvrability. We felt confident making a slow entrance between the reefs – an earlier voyage from Egypt to Oman, via the west coast of the Red Sea, had made us old hands at sailing through coral. So we stuck to our tried and tested formula: me at the wheel and Jamie at the bow. No charts or navigation aids can beat the human eye, especially when you are wearing polarised sunglasses which cut through the surface of the water to those jagged shallow rocks (see ST194 on coral navigation).

We found a hazard-free area and swapped places, Jamie brought the boat into the wind. I kept an eye on the bottom as he moved us slowly forward. When we were above a white patch of sand clear of any coral, Jamie selected reverse and I released the windlass. In 8m of water, we let out 50m of chain. We had arrived in Uligamu, the northernmost port in the Maldives. It was 0800 hrs and we had just completed a 270nM sail from India.

### Incredible India

Jamie and I had tied up at Cochin International Marina, Kerala, in May 2010. “We’ll keep the boat here until the southwest monsoon breaks, then head out in October,” we’d said.

But we grew roots, and it wasn’t until March 2013, that we waved goodbye to incredible India. In the



Opposite: *Esper* anchored between the bommies in Naalaafushi

Above: Hermit crabs on the beach at Uligamu

### Top 5 pieces of kit

#### Kyocera solar panels

Fixed to either side of guard rail on the stern, flipped up like ‘wings’ when in use

#### Schenker Modular 30M watermaker

Capable of producing 35 litres of water per hour, giving us freshwater showers every day

#### CSB200 Class B AIS transponder

Keeps track night and day of 99 per cent of commercial traffic in the busiest shipping lanes

#### Windpilot Pacific Plus

Vital mechanical windvane steering with an auxiliary rudder. Only downside is it doesn’t make the tea!

#### Rocna 33kg anchor

Heavy when the windlass fails, but provides vital peace of mind

build-up to our departure, we made preparations to sail for the first time in three years. Life was intense aboard *Esper* as we checked and double-checked every piece of equipment. Hauling out our cutter-rigged ketch was not possible in Cochin, so we would wait until we reached the more yacht-friendly Maldives for hull maintenance. But we needed to do something about the growth which had built up during our three years in Kerala’s brackish backwaters. Shortly before departure, we employed a local company with two divers, fierce brushes and industrial compressors. It took them two hours to scrape the hull clean.

India’s cruising yacht repair facilities are less than basic, but they have a recycle and mend culture which makes them skilled general technicians. With the help of one of the local engine experts, we had installed a new non-marinated 100amp alternator a year earlier, and it was producing a good charge. But now the engine wouldn’t start with the ignition key. While Jamie was away, our expert came back and made some modifications. He was unable to explain what he had done, but it worked, so we left it at that.

Our next setback came when the Sterling split battery charger stopped working. We returned it to the UK with the promise that Jamie’s parents



would bring the replacement unit with them to the Maldives. Then, just as we were ready to go, the starter switch stopped working again. Time was running out, if we didn't leave India now it would be too late in the season to catch our passage west. We weighed up the problems and decided that starting the engine using the old screw-driver-across-solenoid trick would have to do. With no charging unit in place save for the alternator, we would rely on our generator if the charging system failed.

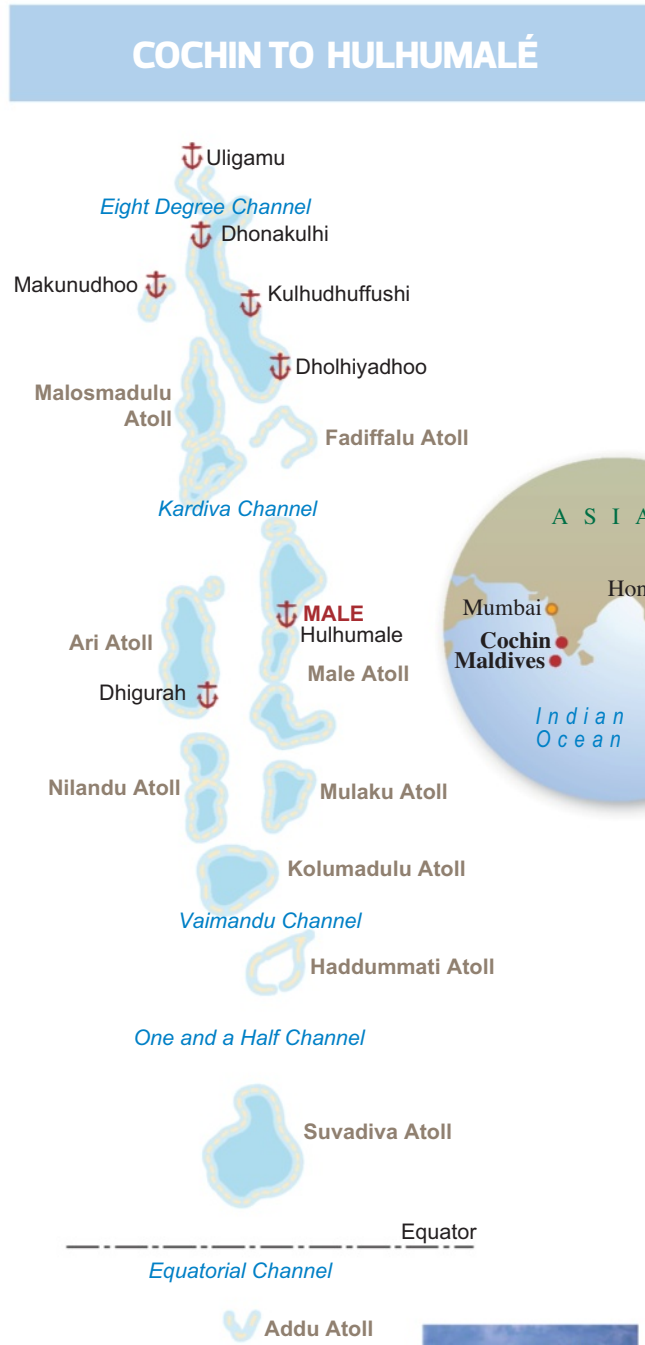
On a cloudless day in early March, Jamie put the engine in gear and we cast off our lines. The waving arms and open faces of our friends gradually became specks, and we turned towards the horizon. Dolphins escorted us past Cochin's famous Chinese fishing nets as we left the harbour. In the distance a dazzling blue sky met the sparkling sea, and we felt the familiar prick of anticipation and excitement.

### Mauritius bound

The plan was to spend two months in the Maldives, putting *Esper* through her paces and giving her a thorough shakedown. If we had any doubt about her sea-worthiness, we would return to India. But we hoped we would be heading across the equator to Chagos in May before the southwest monsoon gained strength. From Chagos we would use the south equatorial current and favourable winds to reach Madagascar.

Pirate activity in the Arabian Sea had diminished in the past months, and had reduced significantly along our route. We were not complacent about the potential danger, and kept up a dialogue with the naval force about our plans, culminating in a promise to notify them of our position each day. If it looked like the situation was hotting up, we would change our route to South Africa via Mauritius, outside the danger zone. This meant daily monitoring of pirate activity via the ICC piracy reporting centre and MSCHOA websites.

Indian waters are thick with fishing vessels, from one man paddling a dugout canoe to groups of ocean-going trawlers. You have to pick your way across the 20m and 30m contour lines towards clear waters. In the



daytime, it is difficult enough to work out how the boats are moving and what is trailing behind them, but at night, the hazards take on a whole new dimension.

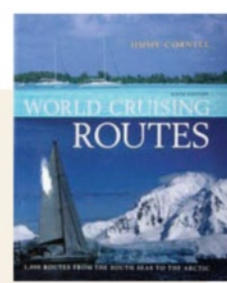
Like some kind of Seventies disco, the sea sparkles with coloured lights. Showing scant regard for the COLREGS' lighting configurations, red and yellow flashes compete with green and blue flickers; white lights vary from yellow flamed oil lamps in canoes, to blinding arc lights from trawlers. We were well-lit with navigation and steaming lights correctly displayed, but we also made use of the boat's bright signal torch on a couple of occasions to let the more erratic trawlers know we were there.

By early morning, and with an hour's sleep between us, the sea was free of traffic. Any kind of wind remained elusive throughout the trip, so we motor-sailed. We saw turtles, sea snakes and swimming crabs. Hundreds of flying fish hurled themselves across our path, some

**Guides**  
**Indian Ocean Cruising Guide** – Rod Heikell, Imray  
**Atlas of the Maldives: a Reference for Travellers, Divers and Sailors** – Tim Godfrey, Atoll Editions  
**World Cruising Routes** – Jimmy Cornell, Imray  
**Maldives Cruising Guide** – Max Molteni, Edizioni Il Frangente (comes with useful map)

**Navigation equipment**

- B&G ship's chartplotter
- OpenCPN, a free chart plotter for PC/Linux/iOS
- Google Earth
- Comar CSB200 Class B AIS transponder







*'Like some kind of Seventies disco, the sea sparkles with coloured lights'*

landing on deck to provide an instant snack for our cat, Millie. Dolphins danced round us most of the way, and were particularly welcome during solitary night watches, when their torpedo shapes shone with phosphorescence.

The moon reflected off a flat, silver sea. We took four hour watches, leaving the steering up to a combination of tiller pilot and auxiliary rudder, part of the Windpilot windvane self-steering mechanism attached to the yacht's transom. Everything was running pretty smoothly. Except it wasn't.

Jamie checked the ammeter and noticed the charge did not correlate to what we should have expected from our year-old alternator. The batteries were not charging sufficiently. Then the engine blower stopped working. Unaware of this, we carried on until the compartment overheated and set



Top: Dawn over the Bay of Bengal

Above: Crowded coral sand beach at Uligamu

Above right: A smiling Cochin butcher



off the fire-extinguisher, covering everything in goo. From that moment we motored with covers off the engine to keep it cool, making the second-half of our journey louder and hotter than we would have liked.

### Dropping the hook

Finally, here we were, anchored in one of the most beautiful sailing destinations in the world. Boat maintenance could wait for one day. Soon a group of the friendliest officials we have met on our travels chugged out to us in a small fishing boat. Representatives from Customs,

Immigration and the Harbour Master came aboard, all mirror-shades, pressed white uniforms and polished shoes. As bits of paper flapped across the table, they jostled for position in our small cockpit. The check-in process took 20 minutes.

"We used to have yachts coming through all the time," they said, "but now the piracy situation has killed off yachting tourism." Jamie told them pirate attacks seemed to be on the wane, and promised to encourage other yachtsmen to come to Uligamu. With this level of efficiency and stunning anchorages, who



wouldn't want to come here?

When sailing in the Maldives, yachts are required to have an agent, and we were lucky with our choice. Asad, a representative from Seline, was a friendly and helpful chap. He left his Samsung Galaxy with us, so that we had instant web access, and invited us to his wedding to be held later that week.

The next day, Jamie studied the two-page circuit diagram. With Asad's assistance, he found two local electrical engineers who were able to help him. Over five hours, they compartmentalised the circuit and tested each part in turn, starting at the ignition switch. It was only after dark that one of the guys realised something was missing, something pretty important to the successful operation of our charging system: the 'expert' in Kerala had removed the negative return. Jamie blamed himself for not watching what had happened in India; it was a simple lesson of 'learn to do it yourself'.

With everything on board now working properly, we enjoyed a few days of island life. Formed from white coral fragments, the sand was littered with colourful shells and tiny hermit crabs. Palm trees



**Above left:**  
Juvenile masked booby takes a rest



**Above right:**  
Heading east for a thousand miles

provided midday shade and an onshore breeze made the heat bearable. On our last day, it was a privilege to attend Asad's wedding, along with the rest of Uligamu's population, all 490 of them.

About 250nm away, Malé was our new destination. We planned leisurely day sails along our route to the Maldives capital. As we prepared to leave, our windlass began to trip. We suspected wiring corrosion, probably as a result of three monsoons in India. Although this was irritating and slowed down our departure, it was not going to stop us from moving, so we added it to our 'to-do-during-haul-out' list.

### 'Deserted' islands

Dhonakulhi, the resort paradise of Island Hideaway, was our next port of call. The Maldives is dry, no alcohol may be brought into the country, but its expensive 'resort' islands – officially designated 'deserted' by the government – are allowed to sell alcohol to foreigners.

As Jamie's birthday was looming, we thought a night in a swanky bar would make a good present, so we called ahead to ask permission to visit, and were made welcome. After clearing Uligamu's reefs, we unfurled the mizzen. The wind quickened, we cut the engine and let out the yankee. At last we were sailing.

A 30-knot squall freshened things as we approached Dhonakulhi, so we kept the wind at 30° and let it push us off course, to avoid hitting the reef. In 10 minutes it had blown through and we were back on track. Island Hideaway is the most luxurious and yacht-friendly resort island we found in the Maldives. It

## Hallucinations

**With little sleep**, the hallucinations soon kick in. Liz heard a choir of Russian voices singing marching songs, and a First World War fighter pilot hurled indecipherable instructions at her from the binnacle. Jamie thought the cockpit was floating in an aquarium of fish and coral. He saw Christmas tree branches growing out of the sole, people ran across the horizon, imaginary islands appeared in the distance and, for one terrifying moment, an unlit boat came alongside. Staring at a red-lit compass in twisting seas took its toll on Liz who saw whole tiny worlds in the illuminated globe; the wind indicator became a clown's face. When Jamie saw a dark, cloaked spectre above Liz's head, he knew it was time to get a grip.

provides free mooring buoys in the deep channel between the beach and reef, or \$200 per night facilities in its own marina. We chose a buoy.

Phoning ahead helps, but some of the resorts we visited were a little snooty about yachts. One wanted \$75 each to set foot on the island, while others didn't welcome private yachts at all. Our planned one night at Island Hideaway morphed into three days. We were given access to all its facilities; there is no charge, but we felt it only fair to eat on the island now and again and make use of the bar. The snorkelling was addictive, as was the night fishing. Sitting on the back of the boat with Millie, I pulled up soldier fish, trigger fish and other delicacies for her dinner, and ours.

We took the opportunity to visit all kinds of islands during our trip south. At Kulhudhuffushi, capital of Haa Dhaalu Atoll, we tied up



### ESPER

#### Oyster 435 ketch

designed by Holman and Pye

**LOA:** 43ft 6in (13.2m)

**Beam:** 13ft 8in (4.2m)

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

**Displacement:** 30,000lb (13,608kg)

**Sail area:** 850sqft (79.9m<sup>2</sup>)

**Builder:** Ego Dridge/ Oyster Marine

**GET IN TOUCH** Tell us your favourite far-flung destination

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



Clockwise from top:  
Island Hideaway, in  
the island of  
Dhonakulhi  
– paradise for  
cruisers; a street  
cleaner in  
Kulhudhuffushi, the  
most populous  
island in the  
northern Maldives;  
Kulhudhuffushi rush  
hour; Island  
Hideaway sunset



*‘When Jamie saw a dark, cloaked spectre above Liz's head, he knew it was time to get a grip’*





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Outside the atolls the wind picked up and we had great sailing. On our only overnigher during this first part of our Maldives trip, we set off with clear skies. As night fell and the horizon faded to black, the stars began to disappear and storm clouds slowly hemmed us in. In front, either side and behind us, the

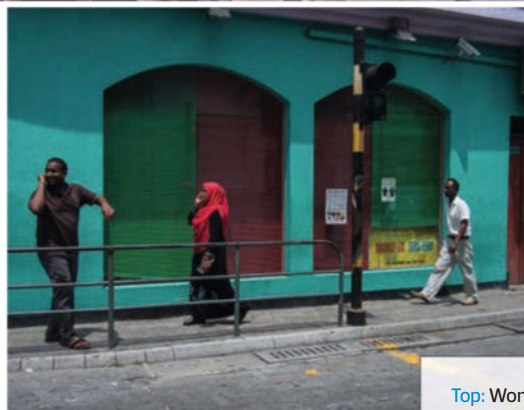
*'In the darkness he dropped off a red snapper the size of a dog'*

alongside the new harbour wall for \$12 a night. Here we discovered the coffee-shop culture of the Maldives and delicious tuna-based pastries known as 'short eats'.

### Fruits of the deep

At Dhigurah, one of three perfect desert islands connected by a spit of sand, we watched white terns skim the waves, their wings so delicate they reflected the pale blue of sea and sky. At Dholhiyadhoo we were befriended by Abu Sy, the Maldivian project manager of a new resort being built. In the evening he came aboard for coffee, and learning that we were big fish-eaters, phoned a friend on a deep-sea fishing boat, who made a detour to come alongside in the darkness to drop off a red snapper the size of a dog. Content to take photos of Millie, who was swooning at the sight of such an enormous dinner, the fisherman would not accept any payment.

At Makunudhoo Island, a resort where we anchored but were not allowed to land, we had the most



Top: Women relax in Mafushi

Above right: Fresh fish straight off the boat

Above: Malé city walking and talking

spectacular snorkelling of our trip: 20 minutes with a giant Hawksbill turtle so close we could have touched it.

Leaving Makundu provided a new challenge. With the anchor clear of the bottom, I turned the wheel to port, but it would not budge. We dropped the anchor straight back, ending up swinging over a sharp bommie of coral a foot below us. Jamie dived down and discovered a community of large barnacles wedged between the skeg and rudder. Thankfully chipping them off was not too much work and it was not long until we were on underway once more.

Indian Ocean put on a spectacular light show. Thunderstorms are a regular hazard at this time of year in the tropics. Obeying Faraday's law, we crammed our handheld GPS, satphone, mobile phones and laptops in the oven. All night we watched the storms, but were lucky on this occasion that no lightning came sufficiently close to be a concern.

Finally, three weeks after leaving India, we arrived in Malé and dropped the hook in Hulhumalé, a busy anchorage full of fishing boats, visiting yachts, and island cruise boats. It was time to get down to some work. From here we would haul out and have a good look at the hull before heading to Africa. 🌊

### ABOUT THE AUTHOR

**Liz Cleere** extricated herself from a demanding job and crippling mortgage in 2005 to take up sailing full time with her partner, traveller and photographer Jamie Furlong. [www.followtheboat.com](http://www.followtheboat.com)





# Carbon cruiser



At first glance you might dismiss the Premier 45 as a swanky racer, but you'd be wrong, finds **Andi Robertson**

**T**he Premier 45 has become the flagship of a relatively small but diverse range of yachts built in Dubai by Premier Composite Technologies. The company has grown from a small, specialist outfit, Speedwave, run in the late 1980s to manufacture components for grand prix yachts. Under German brothers Hannes and Max Waimer, they built the first carbon composite spreaders and rudder for Dennis Conner's *Stars & Stripes* in 1988.

After a spell in Malaysia when the company was a prolific builder of Farr one designs including the Farr 30 (Mumm 30), Farr 40 and the Farr 52, the successful completion of a very large contract for composite sliding mosque roofs partially prompted the move to Dubai in 2006, and Premier Composite Technologies was born. Only, now they have the biggest five-axis milling machine in the Middle East, and much greater buying power to drive down build costs.

Being honest, the Premier 45 is a lot of indulgence. That is where it started out. It is a model designed originally by Botin/Carkeek, before

they split into different design businesses, but with a very different interior courtesy of the Norwegian architects Snøhetta (look at their work on the King Abdulaziz Centre for World Culture for a flavour).

A close, wealthy motorsport friend of Hannes wanted a mid-sized, manageable cruiser-racer which would push the boundaries a little, which was something of a statement, a not-much-more-expensive alternative to, say, an X Yacht or a Grand Soleil. That it all then rather ran away with him has resulted in a very comprehensively spec'd toy. It's probably best not to divulge the final spend, but suffice to say, he is so happy with the concept that he is reported to be having a 55-footer.

The Premier 45 was launched at the Dusseldorf Boat Show in January 2013 and more recently went to Amsterdam and Southampton shows as a prelude to being tested for the European Yacht of the Year, where it is a contender in the performance cruiser class.

## A bit of bling

Simplicity, ease of use and a very sleek lack of clutter are fundamental to the design and layout of the

## Hi-tech hull

The hull is in e-glass foam sandwich, while the deck is milled in carbon for optimum strength and weight

ANDIROBERTSON



Premier 45. The look is very distinctive with a minimum of exposed or loose ropes or controls. The proportions are all generous, which means that the 45 feels like a big and relatively powerful boat.

It will race competitively but is mostly designed for fast, easy miles in comfort and style. The hull is relatively high volume with a fairly generous waterline beam, which gives good form stability. It has a smooth run aft with powerful, fairly flat stern sections and something close to a subtle knuckle chine.



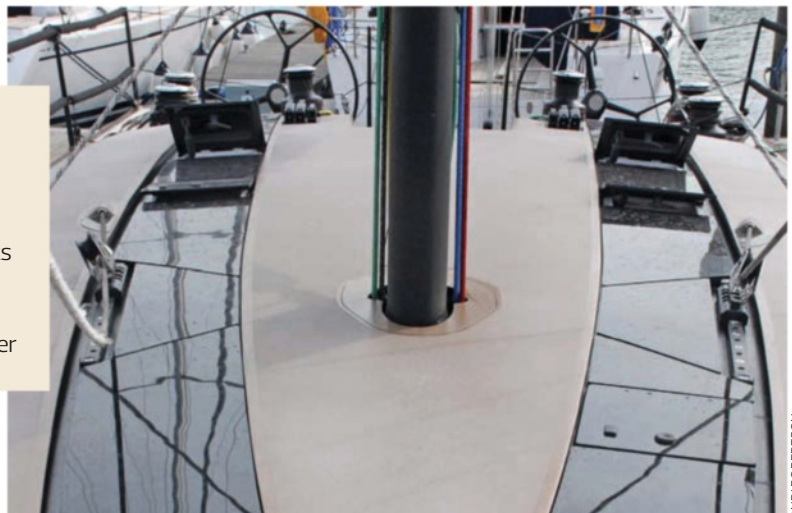


The hull is made in e-glass foam sandwich with substantial carbon reinforcing, while the deck utilises a full carbon layup. All of the interior is composite, moulded over the 5-axis CNC milled tooling. The high-precision build ensures the added weight is absolutely minimal. For example, all of the interior surfaces are finished before they are integrated - to reduce the need for filler and additional lamination.

The cockpit is big and safe with excellent working areas, lots of flat surface areas, large cockpit seats – in

### *Clear decks*

All lines are routed through conduits, keeping the mastfoot and decks clear. Note the inboard position of the jibsheet traveller



AND ROBERTSON





ANDI ROBERTSON

### Carbon for all

If it can be made of carbon, it has been – from the stanchions to the spars (and even the heads!)

all an obvious grand prix pedigree. It is immediately clear that the boat can be worked both efficiently and effectively, yet there are areas you would happily set up for sunbathing with some trendy cushions.

So, too, there is a fold-up cockpit table which lifts out of the sole and can be complemented with the chic folding seat which is used at the saloon table. In essence, it leans more towards the Med than to northern European waters, but that depends on your preferred range of use. It could certainly be set up with a smart sprayhood and dodgers, and a few more hand and footholds. Then you'd be able to go anywhere, anytime.

### Quality rig, controls

The Premier 45 sets a tall, powerful all-carbon rig from Southern Spars and a sail area on the generous side for a 45-footer – 1,296sqft (120m<sup>2</sup>) upwind and 2,796sqft (260m<sup>2</sup>) downwind. The 'extra' sail is necessary because of the greater hull stability of the cruising package. The boat will settle and track with less input. Equally, all of the sail handling controls are comfortably proportioned, so there are powered Harken winches on the coachroof. The backstay, vang and outhaul are all hydraulically tensioned.

At the bow of the boat, the jib furler is very neatly recessed. There is a deep anchor locker with a clever integrated



RICK TOMLINSON

### Coachroof lights

1

These smart-looking transparent panels won't please everyone, but they allow light to flood below

### Hidden power

3

The coachroof winches are powered, while the control lines, halyards and sheets all disappear into conduits

rail system that takes the weight of the anchor during stowage. Just aft is a big second locker accommodating the chain and windlass, but which would also store the fenders and/or a sail or two. Despite the fairly generous footprint of the coachroof there are good sidedecks and moving into and out of the cockpit is easy.

In the cockpit sole there are two deep lockers, one on either side of the gas locker, whilst forward is the access to the rudder quadrant which allows the emergency steering to be easily employed.

The mainsheet is a German A-style system. As with all the control lines,

*'It is immediately clear the boat can be worked efficiently'*

the sheet is almost entirely hidden, running in a conduit along the coachroof edge, along with the jib sheets. The short, inboard-mounted jibsheet tracks are recessed and ensure a nice, tight sheeting angle upwind. As soon as the angles open, it is easy to set a change sheet onto the edge of the sidedeck.





### Cunning coaming

The design team at Miesbauer have made clever use of the coaming to embed engine controls and instruments – within reach but out of the way

2



RICK TOMLINSON

### Generous rig

The boat sets 2,796sqft (259.8m<sup>2</sup>) of sail downwind, with her retractable bowsprit making for easy spinnaker launching and handling. She flew downwind, reaching 11 knots under the kite

I particularly liked the recessed mainsheet track in the cockpit sole, the recessed bowsprit and furler controls and the semi-hidden engine controls. These last live in the aft cockpit coaming, behind a slide-away panel. The throttle is just a winch-top hex socket, flush with the coaming, and works with the simple addition of a winch handle. It means there is nothing around the helm to snag a flapping line. I also like the way that the instrument outputs and controls are mounted on the aft edge of the cockpit coaming, just in front of the wheels.

### Sailing performance

I sailed the boat on the Solent twice during the same day. First time out we had 9 to 13 knots of wind from east-northeast, and a nice little chop. Then in the evening it was more like 7 to 10 knots and warmer.

I was not really quite sure what to expect in terms of performance. Would it be all showroom gloss or all performance, which would require a race crew?

The boat was certainly quick and pretty easy to sail. In its current guise, as tested, it is a boat which will delight the experienced, discerning owner. But it can be detuned slightly more for a more sedate, easier life. So you might spec a mainsail with slightly less aggressive roach if you are sailing more usually in moderate breezes, and with the power controls in place perhaps even an in-boom furling system.

On a beat, the Premier 45 was predictably close-winded, feeling very light and responsive on the helm and tracking positively. We could achieve 7.5 knots at 25° off the apparent wind without too much concentration or trimming required.

Keeping the mainsail leech nicely twisted when the breeze was up allowed us to settle and enjoy the ride. Easing the angles open a little more and we made a speed in the low 8s, rising to about 9 knots with the apparent wind on the beam. The rudder profile will get some further attention as it is perhaps very slightly too aggressive. Bear in mind this is hull number one.

Setting the asymmetric gennaker is pretty easy. The retractable carbon bowsprit is controlled by a single outhaul line. We launched the light kite from a sock and were off in seconds towards the upper limit for the sail, making 10 knots and surging to over 11 knots at times with no real hassles and just three on board.

The helm remained light most of the time, very much more akin to a pedigree race boat in its feel. Suffice to say, the all-round sailing performance is sparkling but pleasingly manageable.



### Flush mounting

The engine controls live behind a slide-away panel, while the throttle is controlled by slotting in a winch handle

ANDI ROBERTSON



*LED strips*

2

For extra bling, LED strips have been inserted between the sole planking – the red option is good for night sailing

*Lifting keel*

1

With or without the lifting keel, the keelbox remains in place because it provides crucial structural support for the mast and deck



ANDI ROBERTSON

*Light inside*

Hatches and narrow windows in the low-rise coachroof keep things bright below, despite the lack of hull lights

*Simple style*

The boat's saloon is where the ostentation has been focused; elsewhere, the cabins are simple and modern, with clever stowage ideas but little in the way of adornment



PHOTOS: ANDI ROBERTSON

**Bags of style below**

The interior is quite something. It may be more bijou club chic than production yacht, but it is also very clean, easily maintained and functional with a contemporary, cutting-edge feel.

The continuous line of overhead hatches and windows ensures there is sufficient natural light, but the very slim coachroof line at deck level is almost purely for cosmetic effect. Down below is all about spacious living with a large seat space to port and a stunning linear Corian galley to starboard.

It not only looks great but it functions as well as that in a modern apartment. Jewel in the crown is the locker space top right which houses a Nespresso coffee machine. The smoked oak, linear flooring adds to the appeal, with remote-control coloured LED lighting underfoot that allows every mood to be set.

The Premier 45 sleeps seven with an excellent big forecabin with a modest-sized but comfortable centreline double. This owner's cabin has its own ensuite with separate shower stall, whilst the main heads/shower room is opposite. And did you really expect anything other than carbon fibre 'thrones'?

The main saloon is partially bordered forward by the keel trunk, which houses the lifting keel and mechanism. It is raised and lowered at the flick of a switch. Unlike other lift keels, the forward edge is flat and the after edge tapered, ensuring that the keel head fit tightens as it drops.

Though the lifting keel is an option, the keel box is integrated as part of the loadbearing structure of the boat, so a fixed-keel version will have the same layout.

Both of the double aft cabins are nicely designed with a good level of space, headroom and stowage. The baseboard under the berths splits, giving room for a working area that fully utilises the excellent and simple engine access.



## ANDI'S VERDICT

Overall, the Premier 45 certainly pushes new boundaries. It's a bit of an acquired taste with its sleek, gold hull and starkly modern interior, but the designers and builders have clearly set out to create something new and interesting with acknowledged niche appeal. They neither aim, nor expect, to sell dozens. For me it is an exciting, refreshing and stimulating addition to the market.

She sails beautifully and delivers the performance of a more conventional 50-footer and beyond, and yet the speedy ride is easy to achieve and comfortable, even with a small cruising crew.

Options for the buyer are plentiful, from the normal premium package right up the scale.

Although she is, admittedly pricey, for what you are getting, the base price is competitive with the original benchmark designs. But you would be buying into something which is very different.

**SAILING ABILITY:** ★★★★★

**COMFORT:** ★★★★★

**BLUEWATER:** ★★★★★

## THE SPEC

**PRICE FROM c€356,000 (EX-VAT)**

**LOA:** 45ft (13.7m)

**LWL:** 42ft 5in (12.9m)

**Beam:** 13ft 7in (4.2m)

**Draught:** 6ft-9ft (1.8m-2.8m)

**Displacement:** 9,335kg (20,580lb)

**Sail Area (up/downwind)**  
1,296sqft/2,796sqft (120.4m<sup>2</sup>/259.8m<sup>2</sup>)

**Fuel:** 215lt (47.3gal)

**Water:** 300lt (66gal)

**Berths:** 4/6/8

**Engine:** Volvo Penta 55hp

**Design:** Botin Partners & Carkeek Design Partners

**Interior:** Snøhetta, Oslo – Norway

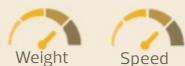
**Builder:** Premier Composite Technologies  
[www.pct.ae](http://www.pct.ae)

## PERFORMANCE

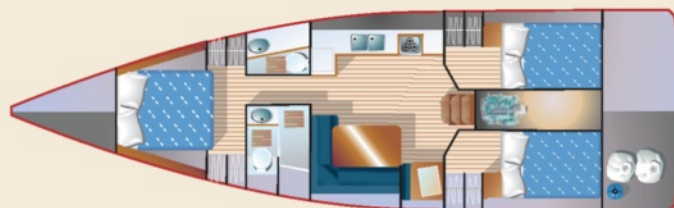
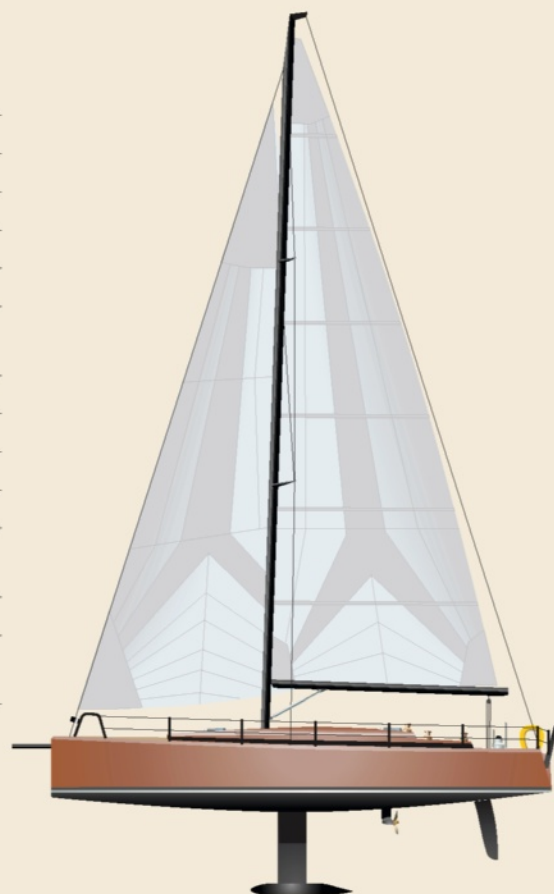
**Displ/LWL ratio:** 120

**Sail area/Displ ratio:** 27.6

**STIX:** 53.7



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



IF THE PREMIER 45'S NOT RIGHT FOR YOU...



### XP 44

**FROM c€240,000 (EX-VAT)**

Very good-looking race winner under IRC and ORCi, one of the benchmarks for Premier to work from. Smart, well finished interior, high spec fit-out for off-the-shelf racer cruiser.

Head turner but conventional.  
**X-Yachts, +44(0) 23 8045 3377**  
[www.x-yachtsgb.com](http://www.x-yachtsgb.com)



### GRAND SOLEIL 47

**FROM c€346,000 (EX-VAT)**

New improved follow up to the excellent GS46 European Yacht of the Year in 2010. Botin Partners design with usual high end Italian lustre, smooth decks, clever use of space below. Race and cruise in equal measures

**Key Yachting, +44 (0)23 8045 5669**  
[www.keyyachting.com](http://www.keyyachting.com)



### SLY 43

**FROM €235,000 (EX-VAT)**

This sporty, Italian-designed performance cruiser replaces Sly's smaller 42 model. It has a bigger, open cockpit with twin wheels. The build is foam-core GRP with laminated-in carbon frames. Three double berths.

**Sly Marine, +39 (0)547 322 111**  
[www.sly-yachts.com](http://www.sly-yachts.com)





**main:** The 38 may race with nine crew, but many couples cruise them  
**Opposite:** A voluminous interior for a 20 year-old design

# Offshore capable

The Sigma 38 proved that a decent offshore racer could make a dependable distance cruiser with a fine turn of speed. **Jake Frith** investigates

It may at first seem odd to select a one-design racing class for this series profiling praiseworthy cruisers. However, the Sigma 38, which was designed in 1985 but looks a decade newer, quickly proved to be as capable an offshore cruiser as she was a racer. The 38 was, and still is, the archetypal boat for families who want a single boat to provide them with a spot of ultra-competitive racing at the weekends, but safe and rapid cruising for the rest of the time.

When the Royal Ocean Racing Club and Royal Thames Yacht Club wanted to develop a big sister offshore one design class to the Sigma 33 they approached the upcoming and established designers of the time, including Rob Humphries, Steven Jones and David

LEAD PHOTO: WWW.PWPICTURES.COM

## THE SPEC

**LOA:** 38ft (11.6m)

**LWL:** 31ft (9.5m)

**Beam:** 12ft 1in (3.7m)

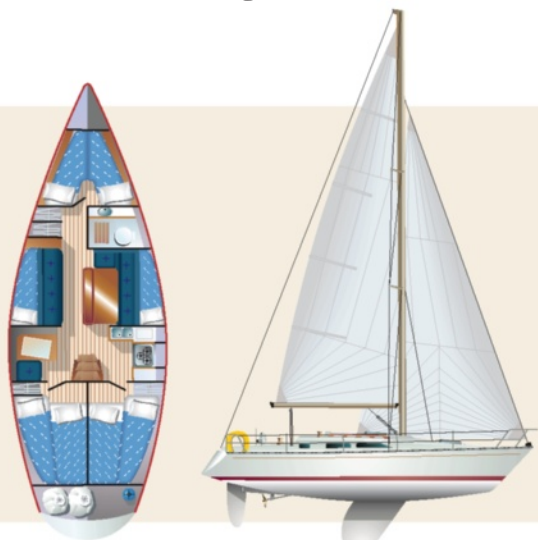
**Draught:** 6ft 7in (2m)

**Displacement:** 6,237kg (13,750lb)

**Windward sail area** 691sqft (64.2m<sup>2</sup>)

**No Built:** 125

**Designer:** David Thomas





Thomas. It was David Thomas' design that won through, thanks perhaps to the fact that he had already proved his worth with the spectacularly competent Sigma 33. Designed from the off to be a capable ocean racer that would look after its crews in events like the Fastnet, the 38 has a seakindly, pretty hull and a Westerly Fulmar-rivalling ballast ratio of around 42 per cent.

The Sigma was a seriously large yacht for one-design racing, though. Back in 1985, a Contessa 32 was considered a big boat, so the 38 was something of a risky venture for her makers, Marine Projects. But the 33 was becoming a runaway success, and the 38 simply promised the same formula of level playing-field racing with great space inside providing comfortable cruising.

Marine Projects had already proved its ability to produce decent quality, consistent one designs at 'economies of scale' prices with the 33. The 38, for about £60k came with everything one needed to cruise or race her, including spinnaker, pole and all running rigging. Sigma also made a cruising version of the boat with cruising chute, no running backstays and additional lockers.

The boat is a close-winded design, boasting a twin-spreader fractional rig. And thanks to her solid original build quality and active association, the one design fleet is still well supported with starts at prestigious events. Away from the one design circuit, the 38s are still picking up good results in handicap classes.

## The designer

David Thomas



**Most yacht designers** would give their eye teeth to have just one of their boats make it as a popular one-design racer. David Thomas managed this enviable feat

time and time again, penning all-time British one design greats from the Hunter Sonata and Impala to the Sigma 33 and 38.

According to David, it's a simple formula: "If you start with an active, well organised group of people, then give them the boat they are asking for, the boats will be likely to sell. You then need the builders to build them on spec,

build them quickly enough and sell them at a great all-in price, but the beginning is always the owners."

This is how the 38 worked so well; it was clear that the potential owners wanted a big boat with a tunable fractional rig and ocean going capabilities. The ongoing work of the owners' association is the key to the success that the 38 is still seeing today."

Not having been aboard a 38 for some years, I took a peek aboard *Persephone* of Hamble – a perfect example of everything the Sigma can do. She is currently leading her class in the Garmin Hamble Winter Series, yet also took her owners, Nigel and Karen Goodhew, to the Carribean and back last year making the return transatlantic trip doublehanded.

With that in mind, we'll let Nigel have the final say: "When we bought *Persephone* we'd moved up from dinghies and had no idea that we'd be able to afford to buy and run a proper boat that would allow us to fulfill so many sailing dreams. Crossing an ocean, with friends and family, in our own boat has been one of the clear highlights." ✨

## THE SURVEYOR

Nick Vass, Omega Yacht Services

**Sigmas are sought** after by serious sailors and are still used today as training yachts by the British Army and others. Look for evidence of repaired damage around internal stringers and transverse floor beams, especially around the keel bolts, as some have been run aground cutting corners on the race course. Grounding damage is often betrayed by stress cracking around the aft end of the keel, where it has been pushed up into the hull. Damage to the deck can also occur due to heavy footfall or the dropping of objects such as the spinnaker pole and winch handles.

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

## THE BROKER

Ross Farncombe, Sunbird Yachts

**There are four** boats available, ranging from £36,000 to £56,000. Sales for the last 18 months show that four boats were sold – from a 1989 model requiring refurbishment for £23,000 to another 1989 boat costing £48,500.

Age, though, is not likely to be the main determinant of price. The overall condition and specification are usually the main contributing factors and any would-be purchaser should heed the findings of their surveyor before buying the 'bargain of the century' that could well prove to be a costly mistake.

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





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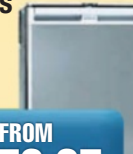
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## Whitby Tekno Rescue

Supplied with a hard plastic sheath with straps, the round-tipped Tekno has a grippy rubberised handle, serrated blade, shackle key slot and webbing cutter at its tip. A good all-round sailor's/diver's knife ideal for cutting rope from a prop.

- ▶ Value: 8/10 ▶ Performance: 8/10
- ▶ [www.outdoorgb.com](http://www.outdoorgb.com)



## Gerber River Shorty

A plastic handled sheath knife with blunt-tipped stainless blade and rigid plastic sheath. Like a small diver's knife, it has one serrated edge and the other a half plain blade, half thumb-grip style. Strong general purpose knife, if a little short for prop clearing. Good for opening oysters though!

- ▶ Value: 6/10 ▶ Performance: 9/10
- ▶ [www.bainbridgeint.co.uk](http://www.bainbridgeint.co.uk)

# SAILING KNIVES

THAT'S NOT A KNIFE; *THIS* IS A KNIFE. **DUNCAN KENT** UNSHEATHES A RANGE OF BLADES AND PUTS THEM THROUGH THEIR PACES

## Currey seaman's sheath

Fixed sheath knife with 5in carbon steel pointed plain blade with brass riveted rosewood handle. A general purpose knife with good cutting abilities.

- ▶ Value: 8/10 ▶ Performance: 6/10
- ▶ [www.captain-currey.co.uk](http://www.captain-currey.co.uk)



## Currey rigging sheath

Similar to the Seaman's sheath knife in quality terms, but blunt ended and only single-sided with a plain blade.

- ▶ Value: 5/10 ▶ Performance: 5/10
- ▶ [www.captain-currey.co.uk](http://www.captain-currey.co.uk)

## FIXED BLADES

MAKE	MODEL	PRICE	TYPE	MATERIAL*	WEIGHT	BLADE L	TIME TO CUT (S)				OUR SUPPLIER
							P	N	D	W	
CPT CURREY	Seaman	£16.99	Plain	HC SS	105g	127mm	2.0	0.8	0.9	0.8	C Currey
CPT CURREY	Rigger	£16.99	Plain	HC SS	95g	95mm	2.4	0.6	0.7	1.0	C Currey
FORCE 4	Race Rescue	£37.95	Serrated	HC SS	120g	98mm	0.8	0.4	0.7	0.4	Force 4
GERBER	BG Ultimate	£70.00	50/50	420 SS	230g	120mm	1.3	1.1	1.0	0.6	Bainbridge
GERBER	R Shorty	£49.99	Serrated	420 SS	75g	83mm	0.9	0.4	0.6	0.5	Bainbridge
GILL	Marine Rescue	£34.95	Both	420 SS	175g	110mm	3.1	1.3	0.8	0.8	Gill
MYERCHIN	Offshore	£76.74	Plain	440C SS	188g	98mm	1.0	0.4	0.6	0.4	Myerchin
MYERCHIN	Offshore Pro	£78.39	Serrated	440C SS	188g	98mm	0.7	0.8	0.8	0.3	Myerchin
WHITBY	Tekno Rescue	£33.61	Serrated	420 SS	150g	100mm	1.0	0.7	0.8	0.7	extremegb

\* HC = High Carbon; SS = Stainless Steel; CS = Carbon Steel; P = 14mm/3-strand polypropylene; N = 16mm/3-strand nylon; D = 12mm braided Dyneema; W = 25mm jackstay webbing





### Myerchin Offshore/Pro

A top quality sheath knife with either a plain or three-quarter serrated blade made from the finest 440C high-carbon stainless steel. The blade has an integral shackle key and is round-tipped for safety. The sheath also contains a marlinspike. It has a tough, black handle made from G10, which is impervious to oil, salt etc. and can even be engraved. Costly, but worth it for the quality of steel, handle and sheath. The Pro version was the top performer over all the tests.

- ▶ Value: 7/10 ▶ Performance: 9/10
- ▶ [www.myerchin.co.uk](http://www.myerchin.co.uk)



### Force 4 Race Rescue Knife

Developed in conjunction with the RYA, the RRK is a medium length sheath knife with a serrated single edge blade, with or without a webbing cutter at its tip. Made from high-quality 425 stainless steel and painted yellow to aid visibility. We like this knife for its simplicity, excellent hand grip and thick blade.

- ▶ Value: 7/10 ▶ Performance: 9/10
- ▶ [www.force4.co.uk](http://www.force4.co.uk)



### Gill Marine Rescue

A stout, blunt-tipped sheath knife with double-edged blade – one serrated, the other plain. The handle is rubberised for better grip and it comes with a plastic sheath that is designed for strap-mounting rather than belt-threading and has a retaining clip to hold the knife securely either way around. Its blade is made from durable 440 stainless steel and is titanium-coated for greater corrosion resistance. Nice to hold, well balanced and a stout blade, but not particularly sharp.

- ▶ Value: 6/10 ▶ Performance: 4/10
- ▶ [www.gillmarine.com](http://www.gillmarine.com)

## STEEL BLADES

**Knives are made** with a variety of different steel blades, depending on their intended use, but deciding which is best often involves a compromise between corrosion resistance, durability and the ability to sharpen it to a fine edge.

In our test group of marine knives, almost all of the blades featured are made from some type of stainless steel (SS) to resist the harsh, salty marine environment. The best SS at resisting oxidation is type 304, but, sadly, it isn't the best at holding a durable and sharp blade edge. For this, you need to use stainless steel with high carbon content, such as type 420 or 425. The downside of 425 is you will need to maintain the blade by giving it the odd rub over with steel wool and a swift coating of WD40 or light oil before you put it away.

### Gerber BG Ultimate

A real beast of a knife – definitely one to take over the side with you when having to clear netting or rope from your prop. This sturdy carbon-steel sheath knife has a 5in (12.7cm) single-sided pointed blade, which is half plain/half serrated. It comes with a plastic sheath with a positive click retainer and a canvas bulkhead mount with Velcro straps. It also has a blade sharpener on the back of the sheath, a fire starter flint and a whistle on the lanyard. Not cheap, but a lot of knife for the money.

- ▶ Value: 5/10 ▶ Performance: 7/10
- ▶ [www.bainbridgeint.co.uk](http://www.bainbridgeint.co.uk)



## Currey Lockspike 'Captain'

The Captain Lockspike has a blunt-pointed plain blade, big marlin spike and a separate shackle key with integral bottle opener. The spike is lockable; the blade is not, so according to UK law this is a legal pocket knife.

- ▶ Value: 6/10 ▶ Performance: 6/10
- ▶ [www.captain-currey.co.uk](http://www.captain-currey.co.uk)



## Force 4 Pocket Serrated

This small, lightweight, pointed pocket knife is a handy rescue device that will clip easily onto your harness or lifejacket for emergency use without you really realising it's there. It has a sharp, deeply serrated blade with a 2½in (6.4cm) cutting surface and it locks open. It also has a small shackle slot in the blade. Surprisingly sharp and effective for such a small knife and very economically priced.

- ▶ Value: 9/10 ▶ Performance: 7/10
- ▶ [www.force4.co.uk](http://www.force4.co.uk)



## Ibberson Heavy Duty

One of Sheffield's finest knife brands, the Ibberson range of sailing knives comprises a number of useful designs. This fairly traditional Heavy Duty knife has a serrated blade and lockable spike. Top quality stainless steel keeps this extremely sharp and effective at cutting all types of rope and webbing.

- ▶ Value: 7/10 ▶ Performance: 8/10
- ▶ [www.eggintongroup.co.uk](http://www.eggintongroup.co.uk)



## Inox Floating

This is a low-cost stainless folding knife with a very lightweight floating handle and serrated blade with a blunt tip. It has no lock or belt clip. Surprisingly good cutter and handy if you particularly need a floating knife for the liferaft, say. Not very pretty, though, and a blade lock and lanyard would be nice.

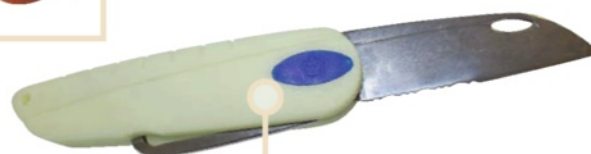
- ▶ Value: 8/10 ▶ Performance: 8/10
- ▶ [www.bainbridgeint.co.uk](http://www.bainbridgeint.co.uk)



## Wichard Blade and Shackle

A simple folding knife with a single, pointed half serrated/half plain blade, a shackle key with bottle opener and luminescent plastic handle. Pretty basic knife, with above-average cutting. The ability to see it in the dark is a bonus.

- ▶ Value: 5/10 ▶ Performance: 8/10
- ▶ [www.force4.co.uk](http://www.force4.co.uk)



## FOLDING BLADES

MAKE	MODEL	PRICE	TYPE	MATERIAL*	WEIGHT	BLADE L	TIME TO CUT (S)				OUR SUPPLIER
							P	N	D	W	
CURREY	Captain	£34.95	Plain	HC SS	140g	65mm	2.7	0.7	0.9	1.3	C Currey
FORCE 4	Pocket	£12.95	Serrated	HC SS	50g	72mm	0.9	0.9	1.7	1.2	Force 4
GERBER	EZ Out	£34.95	Serrated	420 SS	75g	89mm	0.8	0.6	1.0	0.4	Force 4
GERBER	Ultralight	£17.99	Plain	420 SS	17g	50mm	3.1	3.2	1.4	1.9	Bainbridge
GILL	Marine Tool	£19.95	Serrated	420 SS	160g	60mm	2.7	2.2	3.7	2.3	Gill
GILL	Personal Rescue	£24.95	Serrated	420 SS	120g	85mm	0.9	1.2	0.7	1.2	Gill
IBBERSON	Heavy Duty	£28.75	Serrated	HC SS	110g	50mm	0.7	0.5	0.9	0.4	Egginton
INOX	Floating	£12.65	Serrated	HC SS	40g	70mm	0.9	0.6	0.6	0.3	Bainbridge
OPINEL	Carbon	£7.13	Plain	CS	78g	100mm	1.1	0.7	0.8	0.7	extremegb
SPIDERCO	Atlantic Salt	£85.72	Serrated	H1SS	80g	95mm	0.6	0.4	0.6	0.4	extremegb
WICHARD	Fluo	£21.50	50/50	316L SS	100g	75mm	1.3	0.6	0.7	0.7	Force 4

\* HC = High Carbon; SS = Stainless Steel; CS = Carbon Steel; P = 14mm/3-strand polypropylene; N = 16mm/3-strand nylon; D = 12mm braided Dyneema; W = 25mm jackstay webbing





### Gerber EZ Out

This knife is designed specifically for cutting rope and webbing of the sort found on yachts. Its blunt-tipped blade has a deeply serrated edge and locks firmly into the open position. It is light and very sharp, but a thumb stud would make it genuinely an 'EZ Out' device for one handed operation. A rubberised handle would also improve its grip.

- ▶ Value: 5/10 ▶ Performance: 8/10
- ▶ [www.force4.co.uk](http://www.force4.co.uk)



### Gerber Ultralight

This tiny knife is extremely light but has a sharp plain-edged blade that locks open and a hole for a lanyard. A bit too small for serious rope cutting, but handy to have in your pocket for a number of other jobs.

- ▶ Value: 3/10 ▶ Performance: 5/10
- ▶ [www.bainbridgeint.co.uk](http://www.bainbridgeint.co.uk)



### Gill Marine Tool

A smart-looking, titanium-coated, stainless steel folding knife with a single, blunt-tipped serrated blade, spike and shackle key. None of the tools lock, but it comes with a neat belt pouch and has a ring for a lanyard. Not the quickest cutter, but a nice looking tool and good value.

- ▶ Value: 8/10 ▶ Performance: 4/10
- ▶ [www.gillmarine.com](http://www.gillmarine.com)



### Gill Personal Rescue

A folding blade with a titanium finish and anodised aluminium handle. The main blade is serrated with a thumb stud for one-handed opening. Fully open, it auto-locks into position. At the other end is a webbing cutter and window breaker. Great to have both a serrated blade and webbing cutter.

- ▶ Value: 7/10 ▶ Performance: 7/10
- ▶ [www.gillmarine.com](http://www.gillmarine.com)



### Opinel Carbon

A basic, low-cost, plain-bladed, non-locking folding knife with a carbon steel blade and attractive wooden handle – through which it would be easy to drill a lanyard hole. Not really a yachtsman's knife, but still pretty sharp.

- ▶ Value: 7/10 ▶ Performance: 8/10
- ▶ [www.outdoorgb.com](http://www.outdoorgb.com)

## SHARPENING KNIVES

**Working knives with** plain blades are most likely to be supplied with a 15° to 20° sharpening angle as standard. The steeper the angle, the sharper it will be, but at the expense of durability, so it's best to keep to the blade's original angle when sharpening, as this will have been designed for its purpose and the type of steel used.

Although a carborundum stone is a very effective sharpener, it takes a lot of practice to keep the angle right throughout, so it's best to use a clip-on positioner or a proprietary knife sharpener with either a pre-set or adjustable angle. A special rounded file-type sharpener is required for a serrated blade, which is considerably more difficult and time consuming to sharpen than a plain-edged blade, but can be done very successfully with care.

### Spyderco Atlantic Salt

The Atlantic is manufactured from H1 steel – containing nitrogen instead of carbon, so is said to hold its edge for longer while remaining impervious to rust. A very good cutter, that is easily gripped. Hard to justify the cost though.

- ▶ Value: 3/10 ▶ Performance: 9/10
- ▶ [www.outdoorgb.com](http://www.outdoorgb.com)



# TEST TANK

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## Sunsport 350NB inflatable

£650

The NB stands for narrow beam, as the boat is designed to be a tender and leisure craft that also serves as a kayak. While we are great believers in inflatable kayaks for use aboard, most of them will not take an outboard. This is where the Sunsport differs, taking a short-shaft engine up to 4 horsepower. The importers also kindly provided us with a lightweight and frugal Mercury 2.5hp four-stroke engine and we quickly found that, like all round-tailed tenders with a tube-mounted outboard bracket, you need to go easy on the throttle.

Once we got used to the engine wobbling about a bit, we were pleasantly surprised by the performance, the 2.5hp quickly pushing her up to a respectable 4.6 knots in flat water with two adults aboard. This is a clear knot faster than the same motor pushed an 8ft (2.5m)



conventional tender with the same payload, and so it should as in non-planing situations, maximum speed is a function of waterline length.

Our concern, looking at the craft on dry land, was that the low front tube might allow lots of water aboard in a headwind. In fact, the narrow, pointed entry actually deflects chop away to



**Above:** An efficient hull shape and dry ride to boot  
**Above left:** We settled for Canadian style paddling

the sides much better than the bluff bows of a conventional inflatable, which often slam into a wave getting everybody wet. I wouldn't say the 350NB is always going to be drier than the higher-bowed traditional designs, as eventually a spiteful wave will get you from straight ahead, but it compares surprisingly well. You have to be a bit more careful getting in and out of it due to the lack of beam, but it's much more stable than it looks. In terms of load carrying, though, it's slightly inferior to a traditional design.

The 350NB came with two double-ended kayak-type paddles and two T-bar canoe-type paddles. There is no rowing option; the beam is too narrow and Sunsport has not fitted oarlocks for this reason. Fastest manual mode was with the double-ended kayak paddles, but the overhead nature of the paddling was splashier for the occupants, so the novelty soon wore off. In the end we settled on canoeing it Canadian style with the T-handled short paddles. This was fairly quick, completely dry, pleasingly relaxing and great fun. *JF*

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

## Chatham Fibercon G2 deck shoes

£90

In order to come closer to an answer on whether trainer style deck shoes are a move in the right direction, we tested these award-winning sailcloth Fibercons head-to-head against a pair of conventional moccasin-style shoes. On board, both were waterproof for

Sailcloth and numbers on the side; an 'on trend' look if you can pull it off



a rapid immersion in inch-deep water (any deeper than that wouldn't be fair). As the moccasins had through-sole stitching we identified this as a potential weak point, but to be fair they stayed dry.

Then we wheeled out the trusty ST plank to test wet grip on an inclined deck. Both sets of footwear equally let go at a respectable 44° on wetted nonslip. However, the softer uppers and thicker, more shock-absorbent soles of the trainer-style Chathams made them very much more comfortable for walking to the car. The styling split opinions, however. *JF*

**VERDICT:** ★★★★★  
[www.chatham-marine.co.uk](http://www.chatham-marine.co.uk)



## Exposure Marine emergency lights

£140



These waterproof lights come with a warning slip in the packaging that says they are for emergency use only as navigation lights. The COLREGS are quite strict, and I strongly suspect these don't conform to the letter of those rules, which stipulate a rather precise 112.5° angle of view for sidelights.

With the optional silicon diffusers fitted (£3 each) these lights spread a usefully wide beam that can be arranged to be visible from one side of



**Top:** As well as being emergency nav lights, the red one made a great night vision-preserving passage light aboard *Roxanne*  
**Above:** All three lights come in this handy zippered case

the boat and not the other. With that in mind I know I'd certainly want a set if ever I found myself devoid of main-battery power mid-Channel in darkness.

The kit comes in a chunky carry case containing three torches, the XS (white), XS-R (red), XS-G (green), batteries, a charger, three lanyards and three quick-release stanchion mounts. The torches are top quality products of beautifully turned and lavishly anodised aluminium.

The stanchion mounts fit quickly and securely and the lights have two intensity levels, so you can switch to a dimmer setting to extend battery life to up to 60 hours on disposable alkaline batteries. With rechargeables and on full power, burn time can be as low as four hours, though. *JF*

**VERDICT:** ★★★★★

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

## Lifeproof iPhone case

£60

There are many iPhone cases out there, but this one is particularly well designed. It is slimmer than much of the competition, adding just 1.5mm to each edge of your phone. And it is fairly easy to fit and remove as long as you have a handy 2p piece or a house key.

The case promises 'military specification' protection, whatever that means, and while it might not stop a bullet, it is dustproof, shockproof and has full IP68 waterproofing to 2m. The



We loved the lifejacket option which made it float

case also permits full functionality, including use of headphones via special waterproof jack. Charging is not waterproof, but the phone's port is easily accessed via a waterproof flap.

Best of all, we thought, you can also buy, for £30, a chunky foam orange lifejacket for it. *SF*

**VERDICT:** ★★★★★

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



## Henri Lloyd Loft Jacket

£120

This new Henri Lloyd jacket sparked our interest as it uses Primaloft for its insulation. This is cleverer than the standard run-of-the-mill hollow fibre synthetic insulation, as it is hydrophobic and can only absorb water to 1 per cent of its weight. Down is a better insulator when dry, but becomes almost useless when wet.

The jacket itself is a handy design with two zipped hip pockets and interior and exterior zipped chest pockets. A clever touch is the adjustable bungee waistband, the adjusters for which are terminated inside the pockets. This heralds the end of being annoyingly drawn to an undesired halt by hooking an obstruction with one's bungees.

The waterproof quality is courtesy of a DWR coating that won't last forever, so this is a jacket for wearing round the boat yard on a cold day or as a sailing mid-layer under waterproofs. *JF*

**VERDICT:** ★★★★★

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

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### Helly Hansen H2Flow

The H2Flow concept by Helly Hansen is built into a range of their sports jackets, including this newly designed sailing jacket. The company claims the specially designed back panel is a lot more efficient at regulating body temperature than standard sailing jackets, which makes it more wearable in more conditions

- ▶ [www.hellyhansen.com](http://www.hellyhansen.com)
- ▶ £200



### Epilepsy mugs

Fine bone china mugs, designed by adults who suffer from severe epilepsy. The mugs feature various yachts and boats in a hand-drawn style. Also available are large jugs in the same pattern

- ▶ [www.arthousemeath.com](http://www.arthousemeath.com)
- ▶ £9

# CHRISTMAS GEAR



DONNING HIS ELF OUTFIT, **TOBY HEPPELL** TRACKS DOWN SOME PRESENT IDEAS

### Winter Crocs

The rubber, floating shoe people, Crocs, have brought out a new shoe designed for winter wear. The shoes feature the same rubber on the outside and retain their ability to float but are lined with a super-warm furry material. Perfect for the person who wants to keep Croc wearing year round

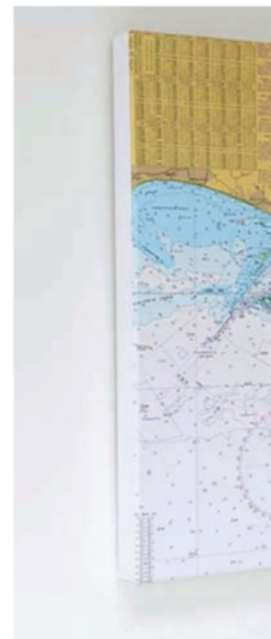
- ▶ [www.crocs.co.uk](http://www.crocs.co.uk)
- ▶ £50



### Hudson Wight kit bag

This handy multi-pocketed sailing holdall comes with a number of separate compartments, allowing damp and dry gear to be kept apart. We also like the removable shoulder straps, allowing the bag to be carried like a backpack

- ▶ [www.hudsonwight.com](http://www.hudsonwight.com)
- ▶ £40







## Nikon camera

The Nikon 1 AW1 is the world's first waterproof and shockproof interchangeable lens digital camera, and features built in Wi-Fi and GPS. It is launched alongside two new waterproof / shockproof lenses. It is fully compatible with existing Nikon 1 system optics, although these are not waterproof and shockproof

- ▶ [www.nikon.co.uk](http://www.nikon.co.uk)
- ▶ **£966 (with both lenses)**



## Luxury model yacht

If your bath (or pool) is big enough, why not ask Bespoke Impact to model your pride and joy as a floating toy? Measuring 50cm to 1m, the model is described as a 'subtle' way of showing off your prize!

- ▶ **Contact:** [www.bespoke-impact.com](http://www.bespoke-impact.com)
- ▶ **From £9,000**



## Sartech Soundsafe

Soundsafe Plus is the latest waterproof smartphone case. No designed just for the phone, this rugged case features an internal connection allowing you to play, pause, advance and rewind tracks from your MP3 player or smartphone. In addition to storing your phone the waterproof case can also store keys, notes and other valuables.

- ▶ [www.amazon.co.uk](http://www.amazon.co.uk)
- ▶ **£40**



## Chart art

To hang on your wall. These charts, which come mounted on canvas and in five different sizes as standard make an excellent talking point. Custom sizes are also available on request

- ▶ [www.chartart.co.uk](http://www.chartart.co.uk)
- ▶ **From £99**

## Sebago Dockside shoes

The classic Dockside shoe gets a new lease of life with bright coloured leather and matched colours – all handsewn with a comfortable synthetic sole.

- ▶ [www.sebago.com/uk](http://www.sebago.com/uk)
- ▶ **£110**







**All is Lost**

Sailing is rarely done well on film, so this tense 106-minute survival thriller, set on an unfortunate sailor's damaged Cal 39 in the Indian Ocean, was too good to miss. As he battles disaster after disaster, served up authentically in a 'real' boat, there's a strong sense of 'better him than me'. Audaciously, it involves no dialogue beyond a single obscenity, and we don't even learn the man's name. Some will love it, but it makes empathy difficult. And at 77 years of age, Robert Redford is looking a little creaky for such a lively role. *SF*

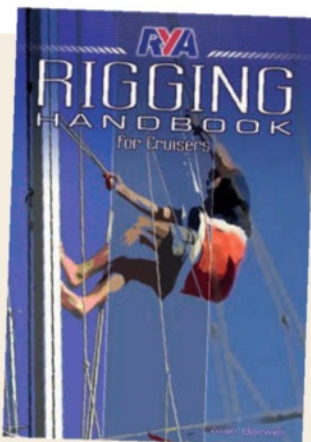
► **Director:** JC Chandor ► **Release date:** 26 December

# TIME OUT

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

**RIGGING HANDBOOK FOR CRUISERS**

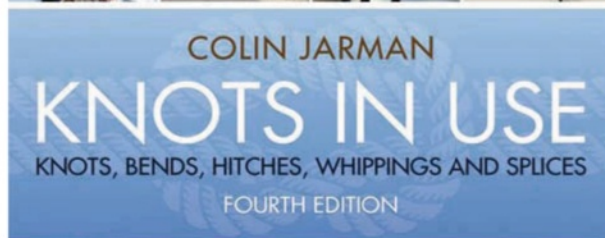
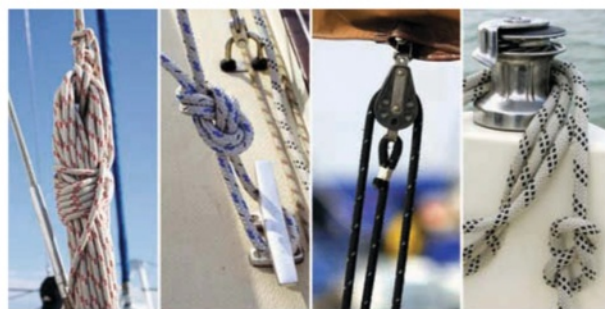
I'm a great fan of the RYA's current '...for cruisers' series, which attempt to demystify those aspects of sailing and boat ownership many cruising sailors may not know about. This rigging book has some very useful sections, which could save the practically minded and economically careful cruiser from using a rigger. For instance, I was unaware that it's possible to do one's own wire to rope splices using nothing more than a hollow fid and wire cutters. Usefully it also takes the reader through commissioning a new mast; even covering craning it into the boat. *JF*



**Our favourite bit:** Allan gets stuck into the rich vocabulary of the marine blacksmith's art- "... mast bands, crane irons, chain plates, goosenecks and block bindings."

**Verdict:** While all this information undoubtedly hides around the world wide web, this book represents a fantastic resource with all the rigging stuff a sailor needs to know and little unnecessary detail to wade through.

- **Publisher:** RYA
- **Author:** Allan Barwell
- **Price:** £13.95



## Knots in use

ST's own Colin Jarman (see Riding Light, p72) is the nautical wisdom behind this handy little book. Not so much new – it's in fact now in its fourth edition – as newly extended, Colin has added video of difficult knots to the repertoire. The footage is accessed by scanning a QR code on the page with a smartphone.

The book still runs to the 30 most important knots, bends and hitches for sailors, as well as advice on whipping and splicing. *SF*

**Verdict:** Knotting brought into the internet age with YouTube video tutorials. Its small A5 size and clear pictures make it ideal for the on board library.

- **Publisher:** Adlard Coles Nautical
- **Author:** Colin Jarman
- **Price:** £9.99



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## HIGH PRESSURE DRIFTER



LIGHT AIRS IN WINTER'S FLEETING PERIODS OF SUNSHINE AND HIGH PRESSURE DON'T HAVE TO MEAN SLOW SAILING. **JAKE FRITH** HONED HIS LIGHT WIND SAIL TRIM ON A DAMP DAY IN POOLE HARBOUR

**W**hile December and January have the UK's highest mean wind speeds, the sort of days when you may actually wish to sail during the winter months tend to be those sunny but cold, crisp, high pressure days. The downside is that these are also the days when wind can be hard to come by, so *ST* partnered with Rob Gibson of Poole Sailing for a masterclass on keeping boats moving in light airs.

### First principles

Many cruising technique books and articles provide the basic rule of thumb advice to let all sail controls off in light airs. This provides more draft to the sails and therefore more power, and maximising power is indeed a start. As Rob quickly demonstrated to us though, there's a bit more to it.

"I'd agree that a popular technique for cruisers, when trying to maintain boatspeed in a dying breeze, is to let a little more draft into the sails by loosening everything. However, I like to teach my students to look at the problem a little deeper. When it comes to going quicker and more efficiently in light airs, the starting principle is the increased need for twist in the sails.

"Once you understand how the apparent wind changes higher up the rig, you'll understand why setting the right twist, in both main and jib, is such a key factor when it comes to maintaining light airs boatspeed."

### Let's twist

The wind is always stronger the higher up the mast it is measured. That's because surface friction, even over flat water, slows the wind down. So there are usually a few more knots at the masthead than at the boom.

In lighter winds, the surface-slowng effect becomes much more marked. And furthermore, the true wind represents a larger proportion of your total perceived wind, or apparent wind – simply because the boat is not moving very quickly.

The technically-minded can go into much more detail when it comes to factoring for this twist. Indeed,

*'...the key starting principle is the increased need for twist in the sails'*

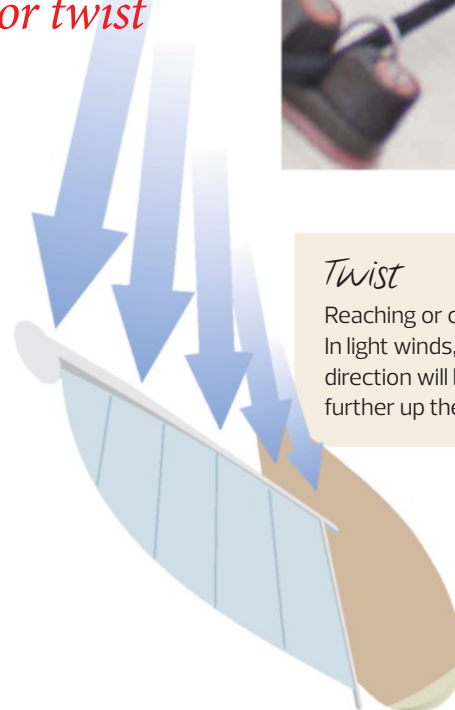
even the true wind itself is also twisted as it is slowed at the surface according to multiple variables. This wind shear (see right), which is driven by the meteorologist's old friend the Coriolis effect, works differently on each tack and is more or less pronounced according to atmospheric conditions.

The theory even goes as far as explaining why boats sailing in the northern hemisphere, especially at high latitudes, can appear more close-winded on port tack than starboard. These additional atmospheric effects also explain why a certain sail set might work one day, but on a different day, even in the



### Keep down

Crew should stay low so as not to overly disrupt the airflow over the sails



### Twist

Reaching or closehauled  
In light winds, the wind direction will be freer further up the sails





## CREW WEIGHT

In a strong breeze, the aim is to get as much weight as you can onto the windward side at the widest part of the boat to counteract heeling as much as possible, but the opposite is true in light airs.

Heeling the boat to leeward allows gravity to help keep the sails filled. Also, hulls are designed to sail a little heeled so, depending on the design of boat, the wetted surface area often reduces and the waterline length increases as she heels. Most yachts sail most efficiently with 10–15° heel.

Some modern, wide sterned boats also benefit from having the crew weight forward as well as to leeward in light airs. This is because the bulk of the wetted surface area is at the stern and lifting some of this wide area out of contact with the water will further reduce drag.

Creep lightly, though, as you move around the boat so as not to flap the wind out of the sails. Keeping the crew close together takes weight out of the ends of the boat to help to reduce any pitching, too.

have everything you need to know to set the correct amount of twist for any conditions you're sailing in.

### Light wind mainsail set

So, let's say the wind has just dropped to five knots and you wish to maintain progress as best you can on a close reach. While you have your telltales to let you know when you've got things right, it's also useful to have a rule of thumb or 'base' setup to work from to create twist and deeper draft:

**Kicker.** Easing the kicker or vang allows the boom to lift and the leech of the sail to open more. In very light

same boat with the same wind strength, the sail may need to be set slightly differently.

While it's good to have a broad understanding of the wind-twisting mechanisms at work, there are plenty of world-class sailors out there for whom it is quite enough to know that the wind is likely to be freer at the top of the sails than it is at the bottom, and that this effect will be more pronounced in light winds. Thankfully with a set of simple telltales along the leech of the main and behind the luff of the jib you

## Target speed

The Elan 333 we used for this shoot had a useful polar diagram aboard that told us what speeds we should be expecting at various wind angles and in a range of wind strengths. If you know what speed and angle your boat is capable of in any particular wind speed, you have something to aim at when working on sail trim. Modern performance cruiser manufacturers will be able to provide a polar diagram with the boat, but for the rest of us, making one up over the course of multiple sailing outings in a variety of wind strengths can provide a helpful confirmation of when to can stop tweaking.

TWA	5KnT		10KnT		15KnT		20KnT		25KnT	
TWS	3.5	5.5	6.2	6.3	6.7	6.9	7.2	7.5	7.7	8.0
45	4.3	6.3	6.9	7.0	7.3	7.5	7.8	8.0	8.2	8.5
50	4.8	6.7	7.0	7.2	7.5	7.7	8.0	8.2	8.5	8.8
60	5.0	6.8	7.2	7.5	7.8	8.0	8.3	8.5	8.8	9.0
75	5.0	7.0	7.3	7.5	7.8	8.0	8.3	8.5	8.8	9.0
90	5.0	7.0	7.5	7.8	8.0	8.5	8.8	9.0	9.5	10
120	5.2	7.0	8.0	8.2	8.5	8.8	9.0	9.5	10	10
130	5.0	7.0	8.2	8.5	8.8	9.0	9.5	10	10	10
140	4.3	6.8	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
150	4.0	5.0	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5
160	3.0	6.0	7.2	7.2	7.2	7.2	7.2	7.2	7.2	7.2
170	2.8	5.2	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
180	2.5	5.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0





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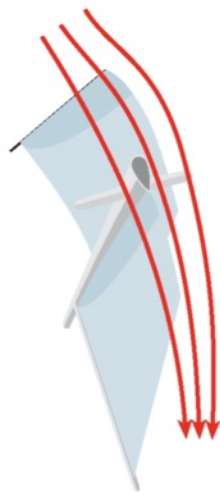
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**Above:** The traveller is the single most powerful device for delivering twist in the mainsail



**A WHOLE FOIL** When working together properly, the jib and main can be considered as a single foil. Looking at it like this explains why our telltales are behind the jib luff and up the mainsail leech

work these lines to lift or drop the boom to introduce more or less twist higher up the sail until all the upper telltales stream too.

### Light wind foresail set

Just as for the mainsail, you need your genoa to be relatively full to create power, and relatively twisted to cater for the apparent wind twist further up the sail:

**Backstay.** As well as creating more draft in the main, freeing the backstay also serves the dual purpose of de-tensioning the forestay. This allows the luff of the genoa to sag to leeward in the middle, creating more draft and therefore power.

**Genoa cars.** Moving the car aft allows more twist in the genoa.

**Halyard.** Just as with the mainsail, an eased halyard allows plenty of draft further back in the sail to maximise drive. You only need enough tension in the halyard to take away any horizontal creases.

**Telltale.** You are trying to get

both the inner and outer telltales streaming nicely and parallel all the way up the genoa, with the inside telltales just starting to lift slightly. As with the mainsail, use the sheet tension and car position to set the bottom of the sail first. Then, if the top outside telltale is lifting, the car should be moved backwards until the telltale flies true.

### Both sails

Of course, looking at each of your sails independently is only part of the picture. Your sails, as far as the airflow over them is concerned, work together to form a single aerofoil shape. It is worth tweaking your sail set with the interaction between the two sails in mind.

Rob suggests a slight simplification of the physics at work often helps here: "I find that trying to teach students about the slot and Venturi effects between sails can provide too much information. It is usually best just to consider the two sails as a whole.

winds the weight of the boom may mean that not enough twist can be introduced, in which case a little tension on the topping lift can help.

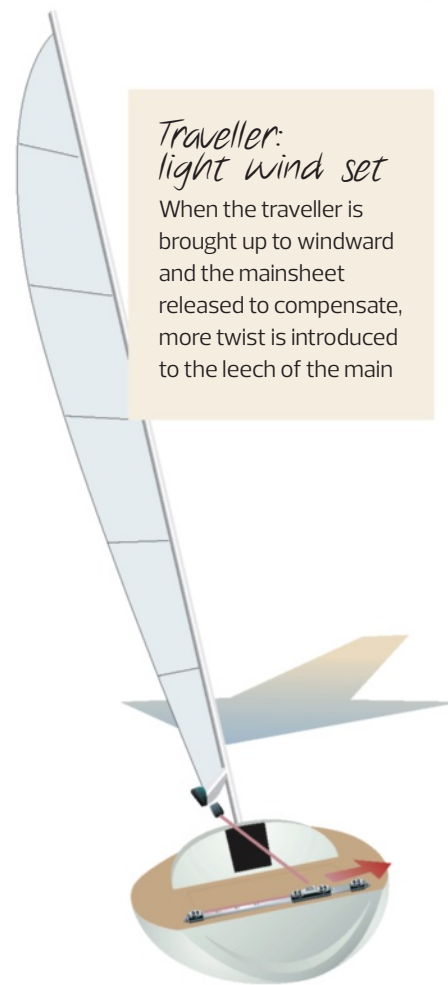
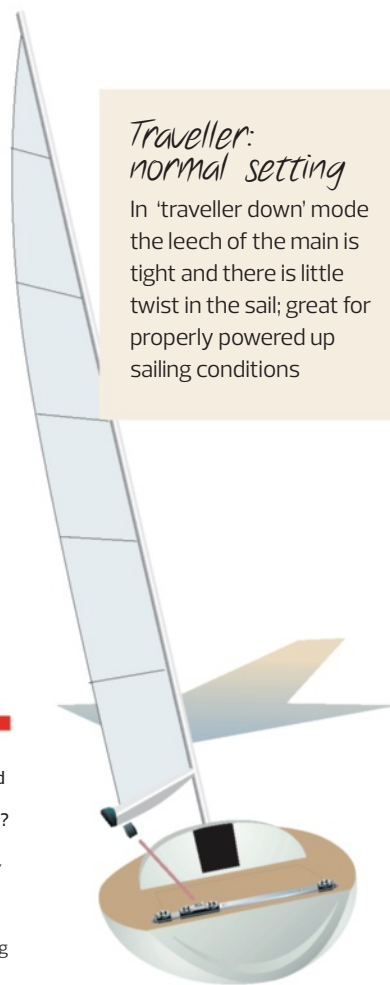
**Traveller and mainsheet.** Moving the traveller to windward while freeing the mainsheet to keep the boom at the same sheeting angle allows the top of the sail to twist off to leeward as shown at right.

**Backstay.** If you have a fractional rig with adjustable backstay, you can ease it so that the mast is straight and the mainsail fuller.

**Outhaul.** Easing the outhaul slightly will mean that the sail becomes fuller and generates more drive, especially in the bottom part.

**Halyard.** Loosening the halyard allows the draft of the sail to move aft and become fuller.

**Telltale.** Three or four light ribbon or wool telltales leading off the mainsail leech near the batten ends will allow you to fine tune. You want to get all of them streaming straight out as a continuation of the shape of the sail at each level. Work the sheet and traveller first to get the bottom telltales streaming, then, leaving the boom at the same sheeting angle,



**GET IN TOUCH** What tricks have you found to get your boat moving in light winds?

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editor@sailingtoday.co.uk



## BABY THE SAILS

**In very light and fickle winds, part of the trick is ensuring the sails are vaguely the correct shape and facing in the right direction for when the next puff comes. While the skipper is watching the water for catspaws and steering the boat accordingly, an active crew can employ hands, poles, preventers or the boathook to keep the sails drawing and retain momentum.**



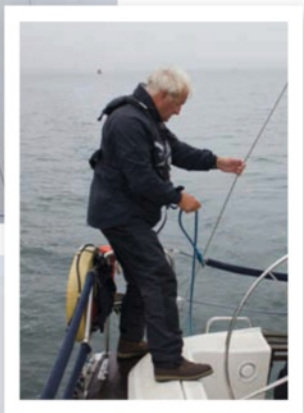
A man to leeward can keep the jib drawing manually, especially broad reaching, but check the rules if racing



The boom preventer is not just a safety device to forestall an accidental gybe in heavy air. Here, Rob has rigged a preventer (the orange line) to stop any swell or wake from slamming the heavy boom inboard and ruining the carefully set shape of our mainsail.



**Right:** Marking controls, such as this outhaul, helps you quickly adjust the sail to the baseline set if the wind drops



**A SLACK BACKSTAY** increases draft in the mainsail by reducing mast bend, as well as reducing tension in the forestay to allow more shape and power into the jib (bottom pic)

“Thinking of the sails as a single system, sailing upwind with an overlapping genoa, on many boats, it is completely acceptable for the first part of the mainsail aft of the mast to flutter or even be slightly backwinded. Our concern is with how the wind is behaving over the whole sailplan, which is why, for instance, we don’t have telltales at the luff of the mainsail.

“If the genoa telltales and mainsail telltales are all streaming properly, the overall flow across the sails, as a single foil, is good. It’s easiest to see down on the lee side when sailing closehauled, looking up the leeches of the sails. The twist of the mainsail should match the twist of the genoa, so the leeches should appear as parallel as you can get them.

“If there is more twist in the jib than the mainsail, the air between the sails will be forced upwards, which will be indicated by the upper mainsail leech telltales lifting.”



As we photographed this article in a rainy, but nevertheless still busy Poole Harbour, the final key lesson to learn is that even very light wind conditions very rarely mean flat water. Passing traffic still creates wash or there may be swell.


The Elan 333’s solid vang was useful to keep any wave-generated up and down boom movement to a minimum, but a similar effect can be achieved by tensioning the topping lift against a conventional kicker. The boom is a heavy component and any lifting or slamming of it will play havoc with our carefully adjusted mainsail shape.



### THANKS

**Rob Gibson** is an experienced ocean racer and owner of IOR 50 *Hope and Glory*, principal of Poole Sailing and author of the RYA’s *Sail Trim Handbook for Cruisers*.  
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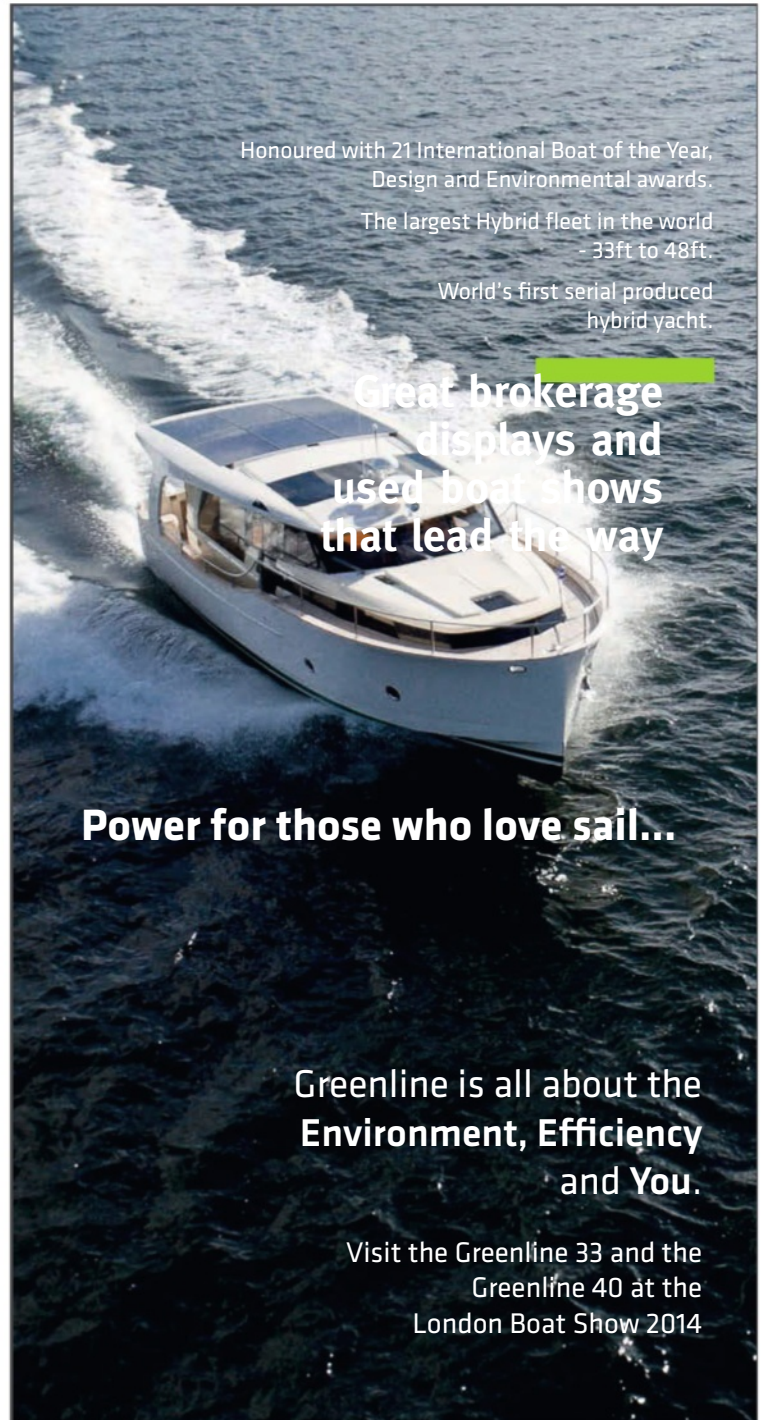
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# Riding Light



THE BIG OCTOBER STORM HIT COLIN JARMAN'S HOME COUNTY OF ESSEX HARD. THE RESULTING DAMAGE AND A SINKING INCIDENT HAS GOT HIM THINKING SAFETY

## How was it for you?

How was the big October storm for you? It seems parts of the country only had conventionally strong winds, but a swathe across the southern counties and along the Channel coast in the southeast saw a lot more than that. The Needles reported gusts of 99mph and on the Essex coast, we had a peak gust of 70 knots with winds in the morning of F7 gusting F11.

There were a number of boats blown over or, in the case of dinghies, blown hither and thither along the waterfront. They looked as though they had been scattered by a careless giant.

But did boats generally fare better if they were afloat or ashore? I can imagine a lot of chafed lines and fenders in marinas, while boats on moorings must have taken a bit of wave battering. Boats ashore, particularly with the mast stepped, would be subject to vibration, which strains the rigging and can loosen props and shores, whereas boats afloat could 'give' to the blasts. I wonder what the insurance claims will be like and how much they will affect everyone's renewal premiums next season.

## Mayday sinking

We were just clear of the mooring when we heard a Mayday on Ch16. It was from a 17ft (5.2m) bilge-keeler with one person on board – and she was sinking.

Her position was given as being 'off Port X' with water up to the bunks. The GPS was already drowned, so no lat and long were available, but a few minutes later and more questions from the Coastguard determined that she was actually a mile or more away from Port X, across on the opposite side of the river. Good thing the radio was still working or the search would have been in the wrong place and she could have sunk without being sighted. As it was, a couple of other yachts in the area spotted her and offered to stand by until the lifeboat arrived. (They couldn't go in to help, because their draughts meant they would have grounded while too far away.)

Sensibly, the skipper sailed downwind towards the shore and beached his boat, which prevented her sinking (tide was ebbing) and the inshore lifeboat crew

was able to get him off safely. After taking him ashore, where he could warm up and recover, they returned to the boat and managed to pump her out and tow her in; both will live to sail again.



*'This poor Sonata was standing in her cradle more or less beam on to the blast of the big storm'*

Lots of things to be learned, including the potential value of a waterproof handheld VHF and the need for a high-capacity bilge pump that's either manual or is connected to batteries that aren't going to be immersed. The main thing, however, is that if water starts coming in, put a lifejacket on and remove a harness if you have one on. Should the worst happen, you don't want to be fastened to the boat as she sinks, but you do want to be helped to swim.

## Bilge pumps

The above made me think about bilge pumps. In a real emergency when water is coming in fast, you need a reliable, high-capacity pump, but how many boats have one?

The majority of owners, I guess, rely on an automatic, electric bilge pump to keep any normal drips under control,

but could it be overwhelmed?

That's one of the key considerations. You may have as many bilge pumps as you like and of any capacity you wish, but if they are electrically powered and you lose electrical power... Need I say more?

Perhaps, then, it is sensible to install a 'last resort' manual pump of high capacity. But you must ensure it has a good filter on the intake that you can quickly and easily get at it to clear it – soggy paper and general bilge fluff and muck will block it. You also have to install it where your full strength can be applied to the handle and it must be bolted to a bulkhead or whatever that is strong enough to withstand the flexing and twisting loads transmitted during vigorous pumping. If it pulls its bolts out it won't be much use.

There's always the option of a big bucket in the hands of a frightened man, but a pump is probably better. ⚓

## YOUR VIEW

Was your boat affected by the storm?

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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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# Pint sized

## Coastally capable

Honor Marine's small boat range is topped by the coastally capable Cape Cutter. **Jake Frith** sails one

It reads like something of a cliché, but Bob Brown liked Honor Marine's boats so much he bought the company. It was summer 1997 and Bob was on the brink of buying a secondhand 18ft Drascombe Coaster to play with as he and his wife were taking early retirement in the West Country. As the vendor was unable to supply him with a year of manufacture, he phoned up Honor Marine (UK) Ltd, the boat's builders, then in Totness, to be informed that they might have trouble dealing with his query. The company had just been put into liquidation.

As a keen sailor, Bob knew that the Honor range of boats still had a great following. Even the open boats, like the Lugger had a reputation for great seakeeping, and with their generous cockpits and excellent sailing manners they had always made great family and sailing school boats. Bob was convinced that there was still a market for boats like this, so bought the company's assets including all the plugs, moulds, office equipment and many fittings and spars. The Drascombe trademark went elsewhere, so Bob's Drascombe derived boats are known as the 'Original Devon Range'.

Bob moved the business up to his existing factory site in Rochdale and began investing in the range,

obtaining crucial CE certification for the boats.

A significant leap forward came in 2002, when Bob was approached by the South African builders of the Dudley Dix designed Cape Cutter 19. Bob realised that this solid little gaffer would make the ideal flagship boat for his existing open and small boat range. The South African sailing culture is fairly gung-ho and ocean orientated, so the Cape Cutter, although only CE Category C has an 1100kg displacement thanks to a 400kg swing keel. This provides positive righting from all angles up to 110° should one be caught out in a serious blow.

Although the basic design was good, Bob wanted to incorporate improvements when he took on this new baby. With that in mind he sought the advice of the online community of existing South African built CC19 owners, who came up with 27 improvements that were incorporated into the new version.

### Under sail

She carries a pretty healthy sail area. She's not just an old man's plodder; a 27.5m<sup>2</sup> rig is a healthy slice of canvas for a 19 footer. And so we saw when we took *Dipper* out through Hythe's lock gates and into a bright but chilly Southampton Water. Don Cousin, *Dipper's* owner is almost the

She's an attractive boat with a surprising turn of speed, especially in light airs

ALL PICTURES: JOE MCCARTHY







archetypal CC19 owner. Moored at the bottom of his garden in Hythe Marina Village, next to his other toy; a Gemini cruising catamaran, *Dipper* is in pole position for a stolen summer evening afloat.

Raising the canvas is a straightforward operation once the staysail is hanked on. Don has rigged a pull down line for the staysail so it can be got down without venturing on deck. It's a handy addition as the full width coachroof means going forward is an up and over affair. With the lack of lifelines I'd suggest in a blow it would probably be a hands and knees job. But then that's one of the prices one pays for such a pretty boat. Adding to the list of things one has to forgo when going the traditional design route, are the lack of any adjustment on the foresails' or mainsail's sheeting angles. Like the lifelines though, one can't very well start fitting travellers and jib tracks to this sort of craft.

We only had six knots of wind rising occasionally to eight, but we were fully powered up, upwind in the blows. Indeed *Drifter* needed occasional playing of her mainsheet to keep her on the desired course, as her powerful low aspect rig can round her up quite easily. Reducing sail for the short term is accomplished by rolling away the yankee or dropping the staysail. This, predictably, does unbalance the boat so in the event of passage making in building breeze, an early first reef in the main would always be the best policy. Her lateral resistance is provided by a flat steel centreplate, raised and lowered using a 6:1 line in the cockpit. It uses a clever



**Above:** The CC19, like all gaff cutters won't suffer pinching gladly, but bear away a few degrees and she'll truck upwind well  
**Below:** Not many 19 footers have four adult sized berths

concentric wire winch arrangement, which like many other bits of her hardware is fabricated in house.

The highlight for me was her interior. No 19 footer will honestly provide comfortable accommodation

*'... a tried and tested formula for a couple cruising alone or with small children.'*



for four adults with all their stuff, but the double forepeak and twin quarterberth arrangement is a tried and tested formula for a couple cruising alone or with small children. The forepeak in particular is impressively spacious as the CC19 hull flares out quite quickly from the bow. All four berths are therefore big enough for grownups and there is enough mahogany faced plywood to break up the expanses of GRP.

There are no holes in the hull; the sink is a fill up and pour over the side job and Don has mounted his sounder in an oil bath. The utilitarian looking keel winch is hidden under a triangular step down, and there is enough light below provided by acrylic hatches and a usefully transparent hatch garage. Just as well as the oval 'portlights' in the coachroof sides are only stickers.

She's impressive to sail, and I'm sure she'd give many a larger, modern cruiser a run for her money, especially in light airs, and look achingly beautiful while doing it. ✦

### CAPE CUTTER 19

**LOA:** 23ft 7in (7.2m)

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

**Draught up/down:**  
1ft 5in (0.45m) / 4ft (1.22m)

**Weight:** 3252lb (1475kg) (incl. engine & crew)

**Sail area:** 296 ft<sup>2</sup> (27.5m<sup>2</sup>)

**Price:** £21,995 inc VAT

**Builder:** Honnor Marine

**Contact:** www.capecutter19.com



### VERDICT

**A useful package** and a low maintenance way to own a boat that many will admire. Plus a surprising turn of speed to boot

**PERFORMANCE:** ★★★★★

**ACCOMMODATION:** ★★★★★

**LOOKS:** ★★★★★





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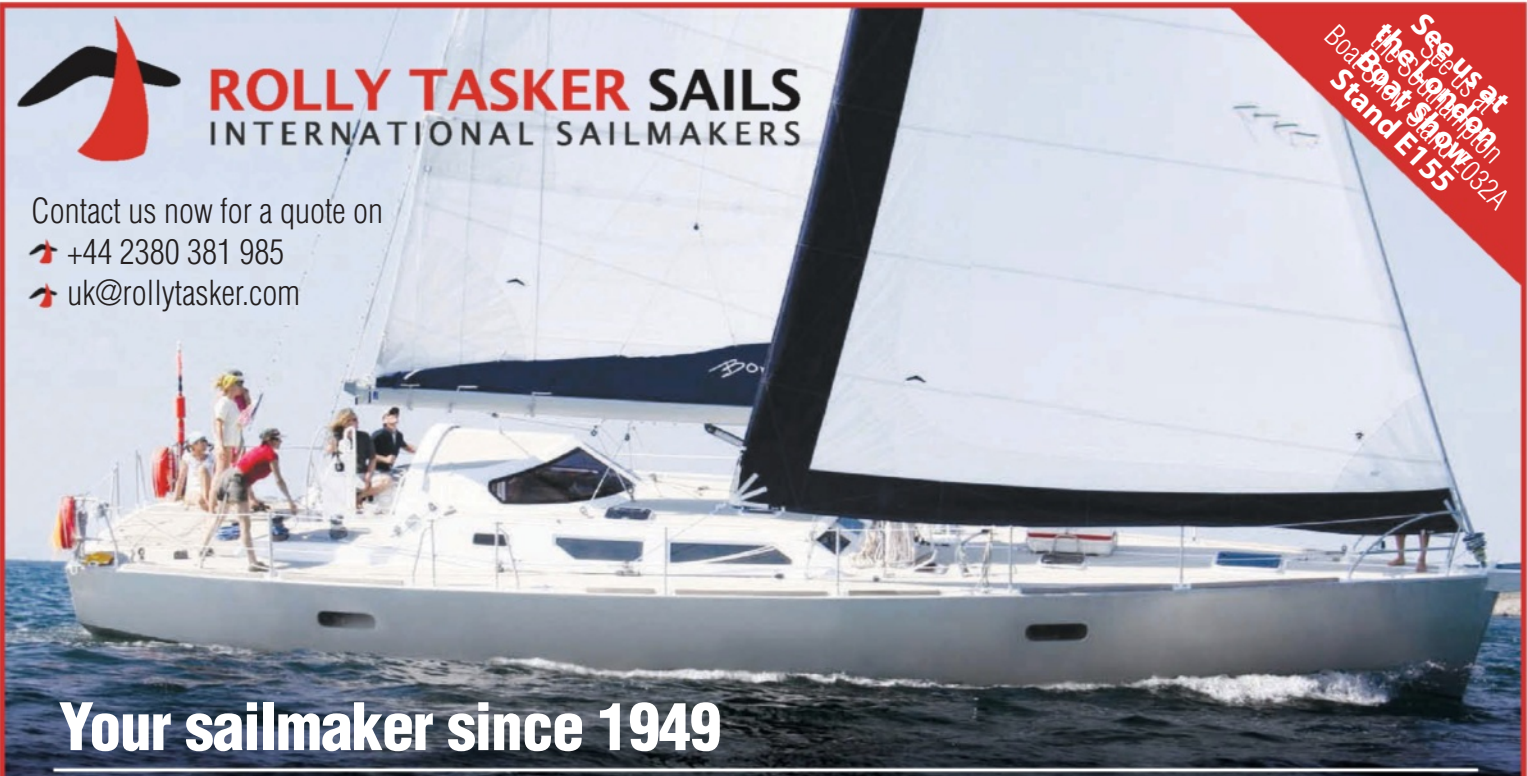
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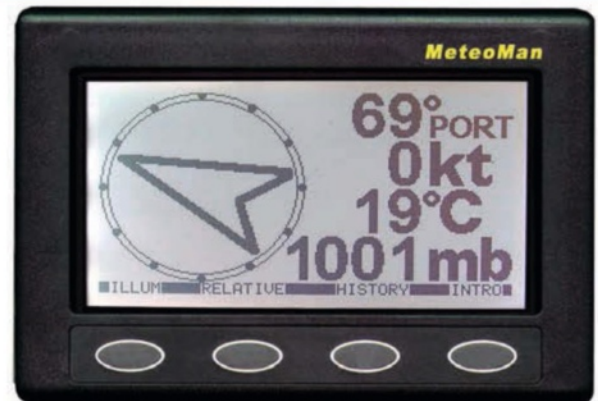
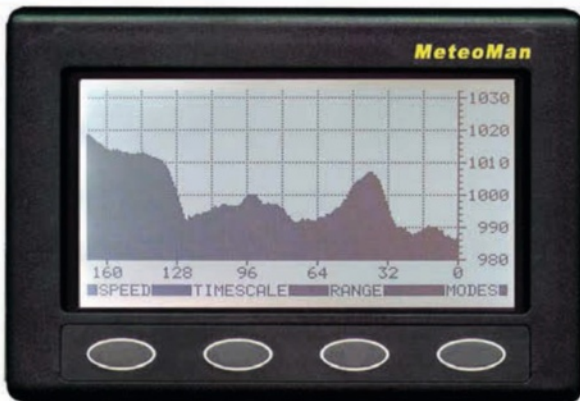
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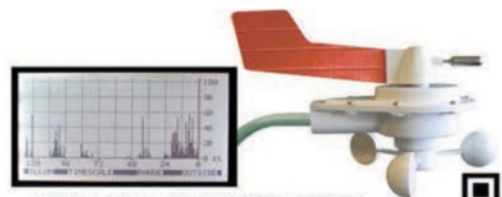
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PAUL WYETH

## *Race technology*

Vacuum laminating was a key technique in the building of *Collective Spirit*, which was covered in thousands of oddly-shaped pieces of wood

Over the last few years, more and more boats have been vacuum infused or bagged in manufacture, but the technique has been around in the boatbuilding industry for several decades.

Even Westerly, the archetypal low-tech British cruising boat manufacturer used its so-called SCRIMP (vacuum infusion) system to make a light and strong hull for its last models at the turn of the millennium. Higher performance yacht builders were using the technology many years before. Vacuum bagging is easier to achieve in the home workshop than vacuum infusion, but provides many of the same benefits.

# VACUUM BAGGING

LAMINATING USING VACUUM BAGGING USED TO BE THE PRESERVE OF HIGH-TECH BOATBUILDERS. **JAKE FRITH** DISCOVERS THAT THIS TECHNOLOGY IS NOW IN REACH OF THE REASONABLY SKILLED DIYER

## **Why use vacuum?**

Vacuum bagging simply consists of laminating a component, which can be any size up to a whole hull or an area to be repaired, inside an airtight vacuum bag. All the air is then sucked out of the bag, creating a vacuum, allowing atmospheric pressure to push all the layers of the laminate snugly and evenly together as the resin cures.

In resin infusion, the work is laid up dry inside an airtight vacuum bag. Then the resin is introduced, usually at multiple points, and sucked through the laminate, giving even more control over the resin-to-fibre ratios than with vacuum bagging. Infusion is still mainly limited to production boatbuilders and repairers, but vacuum bagging is now



commonly being used by technically-minded boatowners to make repairs or to strengthen and construct small components at home.

As some might remember from school physics lessons, a complete vacuum is a theoretical concept and not achievable on Earth. Even with the most powerful suction pump, it is not possible to suck every molecule of air out of something. Atmospheric pressure at sea level is 14.7psi. By removing air, a typical vacuum-bagging pump will create a pressure differential of 6-12.5psi. This is your clamping pressure.

*'...the impossible effect of hundreds of tiny G-clamps all equally tightened...'*

It is not a tremendous amount of force (imagine the end of a large thumb exerting 12lb of pressure). A G-clamp would be able to tighten up to many, many times this pressure. However, using a vacuum bag means that this pressure is exactly even and spread all over the entire surface of the work, providing the impossible effect of hundreds of tiny G-clamps all equally tightened from all directions at once. This provides a number of benefits:

► **A low resin-to-fibre ratio.** Resin, even epoxy, is fairly brittle and heavy on its own. Fibre cloths used in laminating, whether they be carbon, aramid or glass only need enough resin to just wet them out. Any excess resin only serves to increase the weight and reduce the strength. Vacuum bagging squeezes the excess resin out of the laminate for lightness and strength. For this reason it can also mean less wastage of epoxy.

► **Even pressure.** Sometimes vacuum bagging is simply used to provide a clamp to a difficult shaped or large area where using conventional clamps would be impossible or would

# The project

**We decided to** use the new West System Vacuum Bagging Starter Kit to strengthen a rudder blade for a Swift 18. Moulding or hand-shaping a laminated rudder blade from scratch is an incredibly long-winded process requiring a high level of skill if the finished article is going to have an efficient, consistent foil shape along its length.

We took a good condition, but secondhand, laminated wooden Fireball dinghy centreboard, knowing it to be a decent foil shape and about the right size for our rudder. The downside of this choice was providing



**TOP TIP** Paintbrush bristles can fall out readily when brushing on sticky epoxy. David taught us to give the brushes a good squeeze in the vice first to reduce this tendency

the lift-up rudder with a balanced forward section, by cutting some of the head away.

We decided that the best way to both prevent future water ingress and to strengthen this reduced head area would be to sheath the whole rudder blade in epoxy and glass cloth as tightly as possible using all the benefits of vacuum to achieve a stronger laminate.

We conducted the work at Wessex Resins and Adhesives' testing workshop, using exclusively West System Epoxy products with WRA's David Johnson providing advice.



**Step 1** So that we could encapsulate as much of the rudder as possible and manage its awkward shape more easily, David suggested we use the G5 five-minute epoxy to glue on a softwood extension for clamping the job to the bench.



**Step 3** A great tip from David when sheathing a foil is to gun in some West System Six10 along the back of the foil. This sets very clear and later sands to a strong feather edge to create a fine and hydrodynamically efficient trailing edge.



**Step 2** This also made the job of draping the various layers over the leading edge easier once a coating of West System resin mixed up with its 207 special coating hardener had been rolled onto our foil.



**Step 4** After the 280g glass cloth was wetted out with a paintbrush we laid on peel ply, release film, and here, breather material. This thick breather felt is crucial as it allows the spread of the vacuum across the whole piece.

PHOTOS: RICK BUETTNER





**Step 5** The bag sealing tape is a mastic-type material that compresses under vacuum to make a complete seal. Here, the two halves of the bag are being joined up. Any excess areas of the bag are not a problem—they just suck together.



**Step 6** Here the venturi vacuum generator is doing its job. It's the small rectangular box fitted to the compressor. The ripple effect on the breather material indicates that the compressor and generator are creating a good, even vacuum.



**Step 7** Once the cured foil was removed from the bag and the peel ply ripped off we were left with minor finishing work to the edges. The peel ply leaves a blush-free matt finish. Our temporary softwood extension was simply sawn off.



**Step 8** Any epoxy finish needs protecting from UV. A two-pack polyurethane varnish coating makes a great final UV barrier. We've now finished up with a very strong, stiff and nicely shaped foil, protected well from future water ingress.

produce uneven pressure. There should be no places where there is either too much or too little resin.

► **Lower bubble count.** All amateur boatbuilding epoxy systems are hand-mixed, so some air will always be introduced in the mixing or pouring. Air bubbles are weaknesses in the finished product so it is great to minimise them.

► **Less finishing.** Vacuum bag laminating, especially when it is done round a male plug that will become the finished structure's core, can mean there is very little finishing to do. Sheathing or repairing using simpler methods, unless it's a very flat object, can lead to various bumps, bubbles and creases in the finished product that require much subsequent sanding and filling.

► **Cleanliness.** As well as the reduction in the messy sanding and finishing required, a vacuum-bagged laminate in progress is cleaner to work with. Once the bag is on and the vacuum introduced, there will be no drips or fumes released.

## Getting started

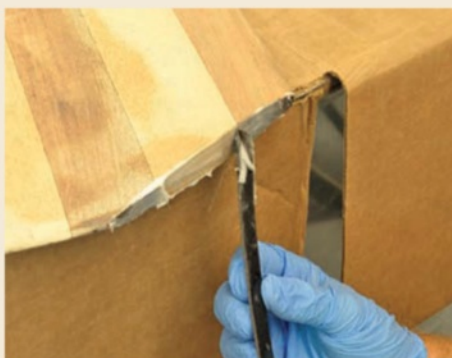
I had looked at experimenting with vacuum bagging components in the past as a way of making them stronger than conventionally laid-up parts.

## FOIL PROTECTION

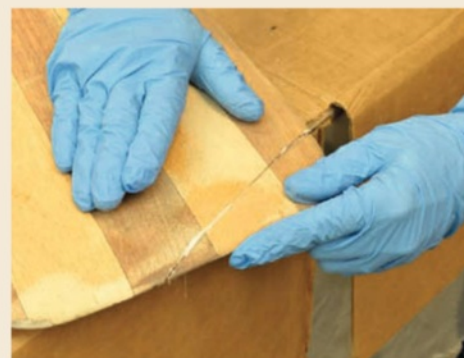
A great tip from David with any sheathed wooden foil is, prior to sheathing, to provide a sacrificial end section. It is almost impossible to prevent scuffing to the bottom leading corner of a kickup rudder. By cutting off a section of the front corner and epoxying it back on again, a glue line is created, so if the rudder sheathing is graunched, only the extreme corner will be damaged by water ingress.



**A)** We carefully cut off the vulnerable front rudder tip in a diagonal straight line. We used a workshop bandsaw.



**B)** West System G5 five-minute epoxy is a great product for these extra jobs that need to be strong but cure quickly.



**C)** The G5 was buttered onto both surfaces and pushed together leaving a fine glue line and moisture barrier.





## CONSIDERATIONS

The West System vacuum bagging starter kit costs £135. The job took three hours to set up and 12 hours to cure enough to be removed for finishing. Full cure is reached a few days later.

What stopped me was the increased complexity and the cost, principally of the vacuum pump.

While there are many tutorials on the web that will show you how to scavenge a vacuum pump from an old fridge, for instance, it's nigh on impossible to do without illegally releasing the very worst greenhouse gases into the atmosphere. Plus, fridge pumps are intended to switch on and off, whereas commercial pumps need to run non-stop for six to 12 hours at a time. Having the pump pack up halfway through the job would be highly frustrating, not to mention costly, so commercial vacuum pumps need to be top quality. This has always made vacuum bagging a little too involved for occasional home use.

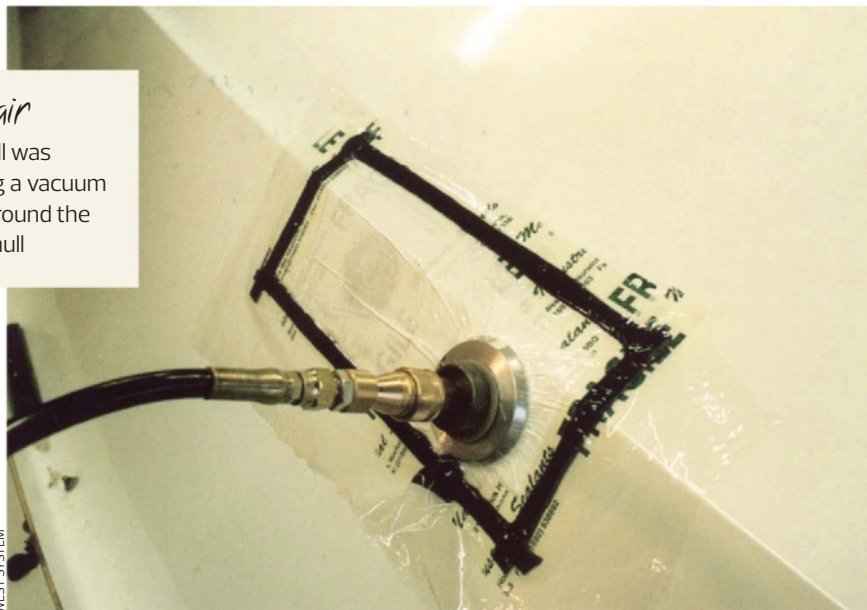
Fortunately, a recent development has come onto the scene in the shape of the venturi vacuum generator, making it possible to generate the

Lightweight foam and wooden veneer interior laminates can be created by vacuum bagging to a mould



## Hull repair

This cored hull was repaired using a vacuum bag sealing around the surrounding hull



## VERDICT

**Our small experiment** in vacuum bagging really piqued my interest in this technology, which is right at the top end of things I'd undertake in my own workshop. One point I'd make about the venturi vacuum generator is that it only holds a vacuum when the compressor is running. This means you need to have a compressor of high enough quality that it can maintain pressure for up to 12 hours of constant operation. A cheap home-type car tyre pump compressor might not be man enough for the job. The West System kit is a great introduction to the techniques, but most who are keen to do a lot more would eventually invest in a proper vacuum pump.

For the more advanced boat DIY enthusiast, though, many repairs or enhancements that you would normally carry out using wet layup techniques can be performed more effectively with vacuum. The following are typical projects:

- ▶ **CORED HULL REPAIRS.** To reinstate the strength of a cored hull, especially if it was moulded using a vacuum process in the first place it is useful to use vacuum again. A one-sided bag can be sealed to an airtight hull around the repair materials, as shown above. If the damage goes all the way through the inner skin too, you can repair the inner skin first then vacuum bag the exact thickness of core material and outer skin material to the now airtight hull.
- ▶ **INTERIOR LAMINATE REPAIRS.** Damaged veneers, especially curved and complex ones in modern boats can be matched, cut to size and bonded almost invisibly back in place using a vacuum bag sealed to any airtight surrounding area.
- ▶ **CREATION OF BESPOKE COMPONENTS.** As in the rudder blade example in this article, you can make pretty much any small component as a core in wood or foam, then it can be massively strengthened by encapsulating in glass or carbon using vacuum bagging.
- ▶ **EXCELLENT CLAMPING.** Large areas and awkward shapes can be clamped using a vacuum. Equally, small laminating projects such as a wooden laminated tiller can be much more strongly constructed thanks to the even pressures delivered by the vacuum bag.

appropriate suction at home without needing a dedicated pump. The generator is a clever piece of kit, taking a common or garden garage-type air line from a compressor and accelerating this pressurised air across a venturi, creating suction in the output line.

It has allowed West System to introduce a vacuum-bagging starter

pack, which contains the vacuum generator plus the consumables for a first exploratory home workshop vacuum-bagging project. ♦

### GET IN TOUCH

Is this a DIY job you would undertake?



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Nauticat 42 1997 Huge spec. See website. Ashore Southampton. £199,950. Similar Boat



1968 Twister 28 Uphams built, Tyler GRP hull, 2008 Beta engine, Classic. Ashore Hythe. £14,000



Jeanneau 42 DS 2007 Little used, popular twin wheel set-up. VIDEOWALK on website. £114,500



1990 Moody Eclipse 43 Superb pilothouse cruiser. BIG spec. Hythe. £144,850



2000 Bavaria 34 In super order. Just serviced. Ashore Hythe. See website. £42,850

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## **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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**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.

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## **Island Packet 440**

A Luxury Blue Water Cruiser, 2007 Year Model, Long Keel, Wheel Steering, In-mast Mainsail Furling, Yanmar 4JH4 75hp Diesel Engine, Bow Thruster, Electric Windlass, Raymarine Auto Helm, Raymarine E80 Dual Station. Lying Eastbourne.

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**Beneteau Oceanis 323** 2004 Year Model, Owner's Two Cabin Version, Shallow Fin Keel, Wheel Steering, Volvo Penta 19hp Engine, Slab Reefed Mainsail, Raymarine GPS Chart Plotter, Tri Data, Wheel Pilot, Simrad VHF Radio, Electric Anchor Windlass & Wind Turbine.

**£52,950**



## **Southerly 38**

2010 Year Model, A Luxury Blue Water Cruiser, Electrically Operated Swing Keel, Twin Wheel Steering & Rudders, In-mast Mainsail Furling, Yanmar 3JH3-E 40hp Diesel Engine, Bow Thruster, Electric Windlass, Raymarine Auto Pilot, Raymarine E90W Chart Plotter. Lying Eastbourne.

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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**



## **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**



## **Hunter Pilot 27**

2002 Year Model, Bilge Keel, Hull Epoxy Treated When new, Nanni 250HE 14.5 hp Diesel Engine, Slab Reefing Mainsail, Furling Genoa, Garmin 750 GPS Chart Plotter, Raymarine ST2000 Tiller Pilot, Simrad VHF Radio, ST40 Wind, Speed & Echosounder Instruments & Navtex. Lying Eastbourne.

**£36,950**



## **Contessa 35**

1976 Year Model, Fin & Skeg Keel, Tiller Steering, Nanni (2006) 37hp Diesel Engine, Raymarine S2 Auto Pilot, Garmin 128 GPS, Icom DSC VHF, AIS Transponder & Hammer Head Tablet PC. Lying Eastbourne.

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## **Westerly Griffin**

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

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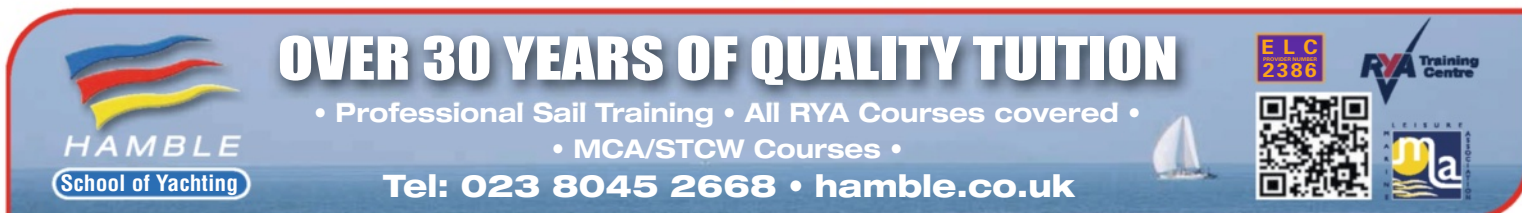
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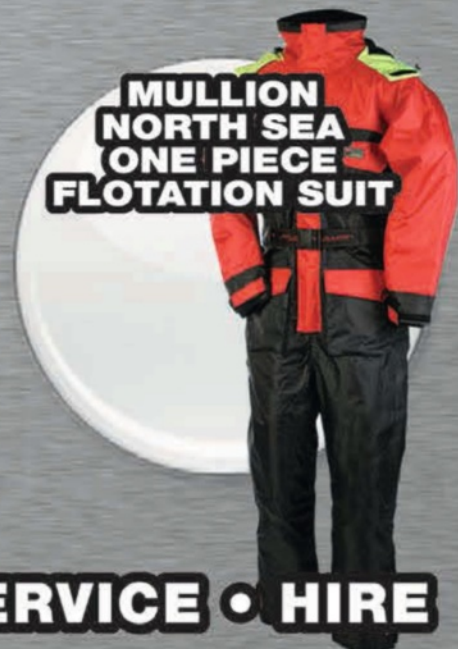
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"I don't need my wig any more, I feel good about myself – and mum says I've got my smile back"



## About the Ellen MacArthur Cancer Trust

The Ellen MacArthur Cancer Trust takes young people aged between 8-24 sailing to help them regain their confidence, on their way to recovery from cancer, leukaemia and other serious illness. The Trust works with every primary cancer treatment centre in the UK and is entirely funded by donations. **Every penny really does count.**

Thank you for taking the time to read this, please give as much as you can afford.



Will you give £5 a month to help another young person rebuild their life after cancer and its brutal treatment?

Title:	Forename:
Surname:	
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Instruction to your bank or building society to pay by Direct Debit

Please fill in the whole form using a ball point pen and send to:  
**Ellen MacArthur Cancer Trust, Units 53-57, East Cowes Marina,  
Off Britannia Way, East Cowes, Isle of Wight, PO32 6DG**



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Please fill in the information below

I instruct the Ellen MacArthur Cancer Trust to take £..... from my account on the ..... of each month until I instruct otherwise. Ellen MacArthur Cancer Trust will write to you to advise when the Direct Debit will commence.

Instruction to your bank or building society

Please pay Ellen MacArthur Cancer Trust Direct Debits from the account detailed in this Instruction subject to safeguards assured by the Direct Debit Guarantee. I understand that this Instruction may remain with Ellen MacArthur Cancer Trust and, if so, details will be passed electronically to my bank/building society.

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# Dispatches

HEBRIDES | SOMERLED



## Heading north up the chain of the Outer Hebrides during an August cruise, we were experiencing Force 5–7 north westerlies, set to continue.

We realised that although a visit to St Kilda was possible, it would be a pointless exercise, undertaking a rough 50-mile passage, with no possibility of a landing.

We were lucky to have a real west coast expert on board. Jennifer knew the area very well from cruising here for many years with her late husband. Continuing past the Sound of Harris, she suddenly had a brainwave and mentioned an interesting place called Loch Scadabay.

Jennifer pointed out the entrance, which was pretty narrow but then widened out, rather like a keyhole. Both jib, then mainsail were dropped as we came into the entrance. The wind was funnelling down through the tiny narrows, but we felt that using the iron topsail would be a safer option.

Once inside we found perfect shelter as the channel widened out. Unfortunately, we ran aground in soft mud at the top!

After a scan of the tide tables we calculated it was almost low water. Provided we dropped the hook clear of the rocks, a quiet lunch was in order while the boat floated off.

This hidden keyhole is well worth a look, if you're cruising around Lewis and Harris.



**FEATURE HERE!** Send us your dispatches – from Dundee to Dunedin



### SOMERLED

Jeanneau Sunfast 37

**LOA:** 37ft 5in (11.4m)

**LWL:** 31ft 6in (9.6m)

**Beam:** 12ft 2in (3.7m)

**Draught:** 6ft 10in (2.1m)

**Year built:** 2004

**Owners:** John Simpson



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