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LONDON OFFICE

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

MANAGING EDITOR

Sam Fortescue
020 7349 3752

sam.fortescue@chelseamagazines.com

NEWS AND FEATURES**Toby Heppell**

020 7349 3753

toby.heppell@chelseamagazines.com

PUBLISHER**Simon Temlett**

simon.temlett@chelseamagazines.com

PUBLISHING CONSULTANT**Martin Nott****SOUTHAMPTON OFFICE**

Swanwick Marina, Lower Swanwick,
Southampton, SO31 1ZL

EDITOR-AT-LARGE**Jake Frith**

01489 585213

jake.frith@chelseamagazines.com

ART & PRODUCTION EDITOR**Guy Foan**

01489 585214

guy.foan@chelseamagazines.com

TECHNICAL CONSULTANT**Duncan Kent****Advertising****SENIOR ADVERTISEMENT MANAGER****Jayne Bennett**

01489 585200

jayne.bennett@chelseamagazines.com

SALES EXECUTIVE**Gemma Foster**

01489 585210

gemma.foster@chelseamagazines.com

ADVERTISEMENT PRODUCTION**Allpoints Media Ltd**

www.allpointsmidia.co.uk

Published by:**The Chelsea Magazine Company Ltd****MANAGING DIRECTOR****Paul Dobson**

anna.crooks@chelseamagazines.com

DEPUTY MANAGING DIRECTOR**Steve Ross**

steve.ross@chelseamagazines.com

COMMERCIAL DIRECTOR**Vicki Gavin**

vicki.gavin@chelseamagazines.com

Subscriptions and back issues

+44 (0)1795 419842

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

Email: sailingtoday@servicehelpline.co.uk

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Skipper's View

EVERY SAILOR WILL NEED A SPOTLIGHT IN A HURRY AT SOME POINT – OUR GROUP TEST MIGHT JUST SAVE YOUR BACON



SEE US
AT E165

EVEN IF YOU DON'T plan to sail at night, a spotlight is a vital piece of on board safety equipment. When our anchor dragged this summer off the Île de Bréhat in north Brittany (at 2am – it's always 2am), we used our lamp to pick out the jagged fangs of rock all around us. And when we crossed the Atlantic with the ARC in 2010, a powerful spotlight was on the must-have kit list – you weren't signed off as safe to sail until you had one.

Back in the day, lights were power-hungry, battery-draining monsters, and a well-found ship carried kilograms of chunky extra batteries as back up. LEDs have revolutionised this. No longer do you have to lug about whopping spring-terminal 6V batteries, or have a 12V lamp plugged in to your on board battery to guarantee longevity.

Our group test on pp58–62 sheds light on the many handheld searchlights available, and it might surprise you – the best isn't necessarily the most expensive!

If you're reading this in something of a post-New Year's Day stupor, putting off the list of winter boat jobs that haven't quite materialised over Christmas, there's plenty of good fodder for dreaming in the pages that follow.

Take a look at the magical east coast creek cruising tale of Tony Smith on pp42–47 – he's the proud owner of Charles Stock's miniature gaffer, *Shoal Waters*, and is continuing in that revered sailor's tradition. For something a bit warmer, there's Part II of our Maldives cruising story, about a couple who set sail for Madagascar but were blown so far off course that they wound up in Malaysia. Or for a welter of exciting charter ideas, look no further than the free 36-page Charter Guide in this issue.

As you'd expect in the London Boat Show issue, there's plenty of gear and boats. Look out for the little roundels (like the one above) against brands and products that tell you where to find them at this year's show. Come and see us on stand E165, and there's still time to book your advance ticket for £12 on p21. It's a great saving unless you're at the show from Monday to Wednesday, when a £10 advance ticket is available.

Sam Fortescue, managing editor

Sam



CONTRIBUTORS



KERRY PEARS has been sailing the world with husband John in their 40ft sloop since 1999



TONY SMITH sails *Shoal Waters* from a drying mud mooring in Essex, and writes of his exploits



ROB GIBSON is principal of Poole Sailing and author of the RYA's *Sail Trim Handbook for Cruisers*

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Regulars

8 NEWS

Three days at the bottom of an ocean, ARC record broken, Greek taxes

16 READERS' LETTERS

18 WHAT'S ON

20 LONDON BOAT SHOW

23 BROADSIDE

How to stay glamorous afloat

40 INTERVIEW

Second time lucky for Andrew Halcrow?

68 BOOKS

76 RIDING LIGHT

102 DISPATCHES

Cruising

30 MALDIVES PT II

Liz and Jamie aim for Madagascar

36 SECRET PLACES

Turtle spotting upstream in Iberia

38 GULL'S EYE

Chichester Marina

42 EAST COAST CREEKS

Essex and Suffolk in *Shoal Waters*

Boats

48 HANSE 505

Muscular German cruiser on test

54 PARKER 31

Evolution of a fast cruiser

78 EAGLE 36

Inshore with a Dutch mini-J

Gear

58 GROUP TEST

Powerful on-board searchlights

64 TEST TANK

Hudson Wight oilies, Seajet antifoul, rope cinch, personal transporter

66 NEW GEAR

Lewmar clutch, B&G display, Wichard soft shackle, Dometic stove

Practical

70 HEAVY WIND SAIL TRIM

Power is nothing without control

82 WINCH SERVICING

Lewmar's Ocean, Evo and Standard



48



BOATS
27 pages
AND KIT



82

JOE MCCARTHY



70

GUY FOAN

An aerial photograph of a tropical beach. The water is a vibrant turquoise color, transitioning to a deeper blue further out. The beach is a mix of light and dark sand. A group of about ten people is gathered on the beach near a cluster of palm trees. A white boat is partially visible in the bottom right corner, with a thin line extending from it across the water. The overall scene is bright and sunny.

Cocos

Photo by Yves Ernst

This unusual photo was taken by one of the participants in the Oyster World Rally in the Cocos (aka Keeling) Islands, found mid-way between Australia and Sri Lanka. Yves, who is crewing aboard the Oyster 575 *Satika*, used a kite and stabiliser to get a tiny GoPro camera high enough for a good aerial shot of Prison Island. You can just see the string of the kite at the top, left of centre. The Cocos consist of two atolls and 26 islands covering 5.5sqm (14.2km²)



Ebb and flow

EVENTS | GOSSIP | NEWS FROM THE SAILING COMMUNITY

UNDER THE SEA

SHIPWRECK SURVIVOR, HARRISON Okene, has sold the rights to his incredible story, following leaked footage of his rescue after 60 hours at the bottom of the ocean shot around the internet.

The Nigerian cook was found inside the hull of the tug boat *Jascon 4* upon which he worked. The boat had gone under and settled on the ocean floor, some 12 miles off the coast of Nigeria and 100ft beneath the

surface. When rescue workers found the boat nearly three days after sinking, they were on a body recovery mission and expected to find no survivors. In the footage (see www.sailingtoday.co.uk) you

can clearly hear the shock as they discover Okene alive in an air pocket within the boat, where he had remained alone and in pitch-darkness since the initial sinking, surviving on fizzy drinks.

Due to the pressure differential, it took two days in a decompression chamber before Okene was fully adjusted to being on the surface. It is unclear at this moment how much Castlight Pictures paid for the rights to the story.



Greece'd palms

A new levy on visiting yachts is being introduced in Greece that will see boaters pay in full even if only transiting through Greek waters.

The tax, which comes into force on 1 January 2014, will see a charge for any boat over 7m (c23ft) in Greek waters regardless of whether it anchors or berths and of the duration of stay.

Rates start at €200 (c£170) for a 7m (22ft 11in) boat and rise to €400 (c£340) for 12m (39ft 4in) boats – anything over that size will pay €100/m per year, with reductions for those staying in the country permanently.

AINSLIE VOTE

Ben Ainslie missed out on becoming BBC Sports Personality of the Year, following his second consecutive nomination. Andy Murray took the coveted trophy by a landslide margin.

Caro seen here crossing the ARC finish line, becoming the new record holder for the event



Record falls in ARC race

THIS YEAR'S ATLANTIC Rally for Cruisers (ARC) has both started and finished since last we went to press, with the event record being broken by Max Klink's Knierim 65, *Caro*.

Despite the event consisting mostly of cruisers wishing to make their way sedately across the Atlantic in

company, there is a racing division that has become increasingly hotly contested year on year – a fact that is largely responsible for the RORC (Royal Ocean Racing Club) announcing a new race over pretty much the same course at pretty much the same time from next year.

After setting off from the Canaries, Klink and his crew pulled into Rodney Bay on Thursday 5 December at 10:10:10 UTC only 10 days, 21 hours, 25 minutes and 10 seconds after starting, smashing the previous record of 11 days, 5 hours, 32 minutes and 30 seconds.



PHOTO: LOUAY HABIB / SAILING RALLIES

GOING UP



ROYAL SOUTHERN INCREASE The popular Hamble yacht club has reported a 9 per cent rise in membership in the last year – an impressive feat and, hopefully, a sign of things to come.

SIMPSON RACE RECORD ATTEMPT

Plans are afoot to assemble more dinghies than ever before for a Guinness World Record-breaking race. Details are still scant, but the event will probably take place in the UK in September and will raise money for the Andrew Simpson Memorial Fund.



ESSEX FLOODING We were torn as to whether we should put this in going up or going down. When a massive storm surge hit the east coast in early December, much of Essex, Suffolk and Norfolk were underwater. Houses fell into the sea and beach huts washed away, but unlike the 1953 flood, no lives were lost.



FREEDOM SHIP Every so often the same story rears its head. Once again a group has announced plans to build a floating city, capable of housing up to 100,000 residents. We are not convinced.

GOING DOWN

Christmas Rally under way

AFTER 14 MONTHS of preparation, the first ever Christmas Caribbean Rally set off from Marina Rubicon, Lanzarote on 16 December with seven boats taking part.

Nearly 40 sailors from Britain, Germany, Holland, Russia, Spain, the Ukraine,

Columbia, Argentina, Canada and Italy had a memorable send off, with a solid easterly breeze of 20 knots providing a feisty downwind start.

The crews are bound for Jolly Harbour, Antigua, 2,850 miles across the Atlantic, where they should arrive in the New Year.

“It will be a great experience to cross the Atlantic with my son,” commented participant, Alex Merzlecko. “The timing of the rally means that [son] Konstantin will not miss any school time during the crossing and we get a week to explore the Caribbean when we arrive.”

New radio regs are ga-ga

THE EXAM NECESSARY to obtain a VHF license has been overhauled, with the syllabus being lengthened. Experts warn that this will have the effect of making a pass costlier and more time-consuming.

The qualification is widely viewed as the only absolutely necessary certificate to safely pilot a boat, because of the legal

need for a license if one is to use a VHF radio.



The changes are being made to conform to rules defined by the European Conference of Postal and Telecommunications Administrations (CEPT). The qualification may now only be obtained following 10 hours of separate study time, and assessment by an independent examiner, which will double the previous £30 administration fee.

COWES FEEDBACK

After a survey of participants, Cowes Week organisers have pledged clearer information for first timers and cheaper early-bird berthing at the 2014 event



MARINA SALE

Aberystwyth Marina has been put on the market, making it the first marina to be up for public sale since 2008.

The 150-berth marina is currently under the ownership of Merlin Homes, which says it is hoping to sell it on to a "more experienced operator".

The site was first opened back in 1995 and cost approximately £10m to build. It is now going on the market at £2.5m with planning permission granted for an additional 40 berths.

Conservation Zones decided

THE DEPARTMENT FOR Environment, Food and Rural Affairs (Defra) has announced the official creation of 27 Marine Conservation Zones (MCZs) in England.

There were no surprises in the announcement on 21 November, which had long been expected, following a great deal of debate and discussion surrounding the contentious issue.

Paul Rayner, a member of the RYA's Planning and Environment Committee explained: "They have simply designated the areas for Marine Conservation Zones at this stage. Nothing was announced as to what management measures would be put in place for each MCZ

that may restrict activity. These will be decided by the Marine Management Organisation in partnership with the stakeholders at a local level."

Defra is clear that action will be taken to ensure that the new sites are properly protected from damaging activities, taking into account local needs. Officials have stated that restrictions will differ from site to site, depending on what features each site intends to protect. Activities will only be regulated if they cause harm to wildlife or damage habitats that are being conserved in the MCZ.

Socio-economic factors, which include leisure boating, are an important consideration

for Defra. Officials pointed out that it was this which led to the Stour and Orwell not being designated in the current tranche of conservation zones.

Making the announcement, marine environment minister George Eustice said: "These Marine Conservation Zones will safeguard a wide range of precious sealife from seahorses to oyster beds and our ambitions do not end there. This is just the beginning; we plan two further phases over the next three years and work to identify these will begin shortly."

A consultation on the next phase is expected to launch in early 2015.

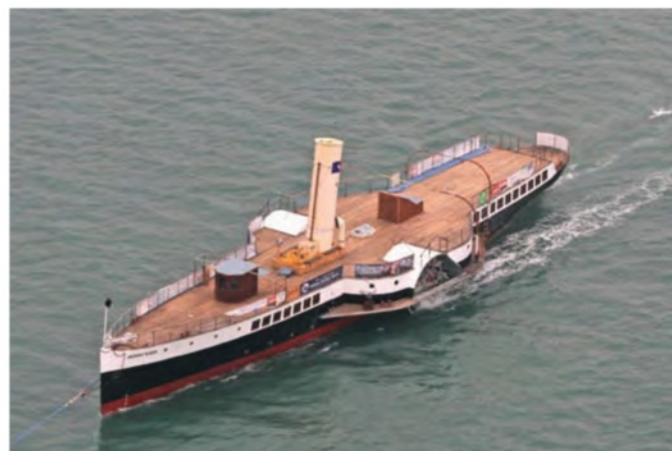
See www.sailingtoday.co.uk for details, including maps.

Return of the Queen

The Dunkirk veteran paddle steamer *Medway Queen* has returned to the River Medway at her new base on Gillingham Pier after a £1.9m refit.

The steamer was towed out of the Albion dry dock in Bristol on 24 October and moored up in the city's Floating Harbour before finally being towed home to the Medway by Monday 18 November.

A flotilla of boats hailed her return as she came up the river, including one of the Dunkirk 'Little Ships'. The tug *Svitzer Harty* also took part, saluting *Medway Queen* with water jets as she reached Gillingham Pier. There, with the assistance of a smaller vessel, *Nipashore*, she was eased into her berth. She arrived right on schedule, and was welcomed by hundreds of onlookers.



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A tale of terror in Trinidad

A COUPLE CRUISING from Trinidad to Venezuela have been robbed at gunpoint by pirates and are lucky to be alive thanks to a misfiring gun and the fortuitous appearance of a large tanker.

Bob and Hella Jackson had arranged to make the crossing sailing alongside another boat in *Explorer*, their Norseman 44. But the distance between the two boats opened up.



“Out of nowhere a pirogue approached and rammed us while four men boarded our yacht,” Hella explains. “They were carrying firearms which they aimed at us. They cut off our VHF microphone immediately and handcuffed us. It happened so fast.”

Hella was beaten over the head with the butt of a pistol and Bob taken below. “One of the pirates aimed a

shotgun at my chest,” Bob recounts. “I heard the trigger click. He tried killing me then and there in my own yacht in the presence of my wife. But the gun misfired.”

Everything of value was taken from below. One of the pirates guarded Hella and tried pulling her wedding ring off; when unable to move it, he started looking around for something with which to cut off her finger. Fortunately the ring came free eventually.

With the couple sure they were about to meet a grim end, a freighter appeared in the distance. “We weren’t far offshore so they were vulnerable,” Hella explains. “They hid their pirogue behind our yacht and all jumped back on board. They left as suddenly as they had come, leaving us wounded.”

The couple are determined to keep cruising, and are now heading for Grenada.

CODE IS ‘GO’

The RYA has welcomed new rules to protect yachtsmen from sweeping powers allowing harbour authorities to make their own laws from this spring.

The association negotiated the *Code of Conduct on Harbour Directions* with major port management groups back in May, now published in readiness for the first applications in early 2014. During application, harbour authorities must assure the Secretary of State (or Welsh or Scottish ministers) that it will abide by the code before it can be designated with harbour direction powers under the Marine Navigation Act 2013.

“It’s taken a year to get to this point and we are pleased with what we have achieved for the leisure boating community,” said the RYA’s head of legal and governmental affairs, Gus Lewis.

How to get a moose loose

IN A SIMILAR ‘truth is stranger than fiction’ vein to Harrison Okene’s story (p8) two men are reported to have saved a shark from choking on a moose, on a beach in Newfoundland, Canada.

The men saw the shark on the beach, mistaking it for a

stranded whale at first. However, after getting closer, it became clear it was a Greenland shark which had bitten off rather more than it could chew.

Apparently, the mangled remains of the moose were dislodged by the two men

with a firm yank. Then they pushed the shark back into the water, where it was briefly still before bubbles started streaming from its gills and it was able to swim away from the scene. The thoroughly chewed-on moose was rather less lucky.

SOLENT SHOUT OUT

Two anglers have been rescued from a sinking boat off Beaulieu River in the Solent after shouts were heard by members of the public and reported.

Surprisingly, the calls for help were heard and reported independently from either side of the Solent – one on the mainland and one on the Isle of Wight. The RNLI launched and was able to save the men, who had got into difficulty after their boat capsized.

OYSTER RALLY PARTICIPANTS took it upon themselves to do some cleaning after being appalled by the state of windward shores on many of the islands they visited



DIRECTION ISLAND had a particularly messy beach when the crews arrived



CREWS WERE forced to reconsider their favourite footwear as they discovered flip-flops making up the bulk of the rubbish



BAGS FULL of rubbish were collected by the crews of *Mariela*, *Babe* and *Amelie*



THE BEACH was returned to its former glory, for the time being at least



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BACHELOR PAD



AUREUS XV

€1,180,000

Designed as a (very) fast cruiser, the 49ft 4in (15m) Aureus is all about style. The hull is a sandwich of carbon, foam and epoxy with carbon bulkheads and laminated floors. The rig is high modulus carbon with stainless rod stays. Dual helm positions bristle with controls for the hydraulics – you'll either love it or hate it.

The same goes below, where lavish Italian design has produced a huge living space with few handholds. Leather-clad seats and light oak give the feel of a bachelor pad – a view reinforced by the boat's massive TV and hi-fi. There's even a Nespresso machine. It's bright, with deck and hull lights and there's a well-organised technical cabin in the starboard quarter, a double to port and another in the fo'c's'le.

Looks fast, in which case I wouldn't fancy being below.

► **Builder:** AP Yacht Conception, www.aureus-yachts.com



LAURENT CHARPENTIER

Wauquiez Optio

c€125,000

French manufacturer Wauquiez calls this 29ft 6in (9m) lift-keeler a daysailer, but she would happily berth a couple overnight or longer, with a comfortable interior, saloon table, galley with fridge and even optional microwave. High spec GRP construction, fast lines and a powerful rig promise strong performance. She has a retractable bowsprit, Harken deck gear and an optional drop-down transom for bathing. Rated B for offshore sailing.

► **Builder:** Wauquiez Boats, www.wauquiez.com

► **UK agent:** Charles Watson, www.charles-watson.com

SEE ME
AT F132



Spitfire 18

from £28,620

The Spitfire 18 from North Quay Marine is designed by Ted Spears and built by his son Ewan. The intent was to provide a dayboat that will perform equally well with the family on board cruising in estuary waters, or in the more demanding conditions of racing events.

The hull is in western red cedar, sheathed in glass and epoxy. Spars are in silver spruce, the gaff elegantly curved, and there is no boom to catch the unwary on the head. Instead, the fully battened main is given shape by the gaff and a mainsheet that travels across the transom.

She's a dayboat with camper-sailer potential, and all-up towable at 750kg (her displacement is only 400kg). She's also designed to be self-righting.

► **Builder/UK dealer:** www.northquaymarine.co.uk



Garcia Exploration 45 c£428,400

In build in France for ARC founder and renowned circumnavigator Jimmy Cornell, the new GE45 is made from aluminium to deal with the Northwest Passage. Strong, fast, comfortable and easily handled, she is suited to high latitude and tropical sailing. Features include a deck saloon with 270° views, inside steering position and lifting centreboard ballast tanks.

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



SEE ME
AT C180

Jeanneau S/O 349 from c£78,000

This is a complete redesign by Marc Lombard to replace the old Jeanneau Sun Odyssey 33i, with a chine, positive sheer and wider cockpit. The sheer is a first for Jeanneau, but offers more space below, while the chine increases stability.

Another new feature are the swept-back spreaders, which mean there's no backstay to obstruct the drop-down transom platform and room for a square-top main. A technical aft cabin to port is accessed via a Lewmar hatch under the locker lid. She has twin wheels, twin rudders and is available in a two- or three-cabin format.

► **Builder:** Jeanneau, www.jeanneau.com

► **UK dealer:** Sea Ventures, www.sea-ventures.co.uk



Hallberg Rassy 43 MkIII from £479,856

The HR43 MkIII is to be launched in 2014, following on from the successes of the new 64, 55 and 48 MkII models. She will have more light below, thanks to larger saloon and hull portlights. She will also feature larger forward berths, a bigger galley and an option for a centreline double berth aft.

Deck gear has improved, with reversing primary winches and a 'self-docking' option with retractable thrusters fore and aft. She also boasts larger anchor and deck lockers for improved stowage.

Also available will be the latest FatFurl in-mast reefed mainsail with vertical battens, flat-cut headboard and extended roach.

► **Builder:** Hallberg Rassy, www.hallberg-rassy.com

► **UK dealer:** Transworld Yachts, www.transworldyachts.co.uk

Word of mouth

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COMMENT OF THE MONTH



Airing green issues in ST

It is refreshing to see the magazine giving space to climate change. It is a shame however that we are only becoming concerned because we now see it affecting our hobby. Having ignored the warnings for the past decade we need to listen now or we will have much more serious issues to worry about in another ten years' time.

People like us, the relatively wealthy with pastimes like ours, are the biggest contributors to climate change. Flying, which for many is integral to how we enjoy sailing, is the worst single activity we can indulge in.

The expansion of air travel is just about outstripping our attempts to reduce carbon emissions (have a look at the report *Predict and Decide*, online). If we think that using dehydrated food on our yachts (Skippers view ST201) is going to make a difference then we have no hope. If we care at all we need to significantly reduce air travel.

Richard Proud, County Durham, by email



precisely, and as such worthless! "Most of the evidence for this is from personal observation and not from any statistical data" – again, worthless!

Whilst we can no doubt agree (as sailors) that there is clear evidence for climate change, to attribute this to the intervention of human activity is altogether another matter. Whether it's possible, or economically desirable, to attempt to do anything about it is even more problematic.

To assume the Intergovernmental Panel on Climate Change is talking about the same concerns as Mr Heikell is far-fetched.

John Sheard, Huddersfield

Model year matters

In reply to an email from Keith Williams in *Letters*, Jan 2014 (ST201), as a former broker and dealer of new and used UK, European and US motor and sailboats, I would argue that manufacturers do in fact introduce considerable changes to models within their ranges to coincide with 'model years', whereby a boat with a model year stamped on its transom 200X could in fact differ immensely from a boat 200X+1.

Gareth Day, by email

To the point

Thanks for doing the *Sailing Knives* article (ST201). One small observation: the Opinel that you exhibited has a locking blade – which, as you point out, is illegal [to carry in public].

That said, I think that your comments about the Main Couronnee were very fair. They are sharp (the locking blade is a safety feature –

Only hot air!

The magazine is not a suitable format for the publication of uninformed opinion on the subject of anthropogenic global warming (Broadside, ST201). "Hurricane Ivan... was only the third

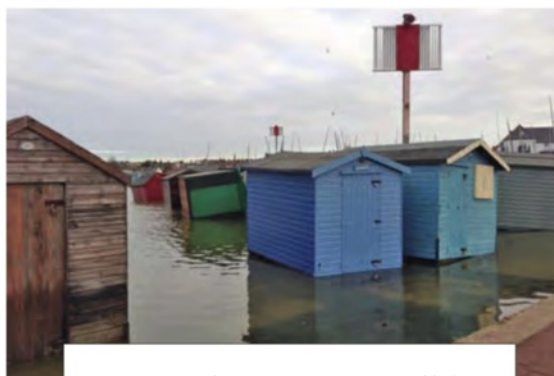
hurricane to have hit Grenada in 150 years" – so what! Any statistics on the past 100,000 years?

"This sort of personal experience really brings the prediction of more severe storms down to a gut level" –

PRIZE COMMENT

Our star letter wins a bottle of Old Pulteney Navigator, the genuine maritime malt distilled in the fishing town of Wick. www.inverhouse.com

YOUR PHOTOGRAPHS



FLOODING on the east coast was responsible for a number of interesting shots. Here, a gap has appeared after a beach-hut floated off in Essex



11TH HOUR Racing sent us this picture of Hannah Jenner talking to ST's Sam Fortescue last month



THIS APTLY NAMED canoe is sitting at rest in glass-calm waters in this pic from Legacy Yachts

What's on

EVENTS | DIARY DATES | PLACES TO VISIT

RORC CARIBBEAN 600 / 24 FEB

The only offshore race in the Caribbean Series, the RORC Caribbean 600 course weaves its way through a number of Caribbean islands in a broad figure-of-eight, starting and finishing at Antigua Yacht Club



PHOTO: ONDECK



Rye Bay Scallop Festival

15-23 Feb. If you like festivals and you like scallops, look no further

Cruising in the North

12 Feb. Jimmy Cornell leads a talk at CA House about the joys of cruising in the far north



PERISHER PURSUIT / 15 FEB



Test your dinghy skills in this popular Hayling event, or watch the action from the warmth of the bar

AUCKLAND DAY REGATTA / 29 JAN



The first edition took place in 1840 and it is the oldest sporting event in New Zealand. It predates even the America's Cup



Jolly Harbour Valentine's regatta

13-16 Feb. Perfect for those recent Atlantic rally arrivals looking for a combination of yacht racing and romance

DON'T MISS OUR SISTER TITLES IN JANUARY

Classic Boat

- ▶ From firewood to concours winner – saved for just £1
- ▶ Hunting for the lost 15-Ms – what next for the class?
- ▶ Science of speed – Nigel Irens' new motorboat Greta



Yachts and Yachting

- ▶ Talking with the all-female Volvo Ocean Race crew, Team SCA
- ▶ Y&Y Awards winners announced



NEXT MONTH IN SAILING TODAY

CHAMPAGNE SAILING in the whisky waters of the Outer Hebrides

WINNER 9.00 The new budget cruiser from Holland is winning plenty of praise on this side of the North Sea

TOMORROW'S WORLD We look at the state-of-the-art features trickling down from racing to cruising

GODFATHER OF the Atlantic rally, Jimmy Cornell, talks blue water

ON SALE 31 JANUARY





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PLB1

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HOW TO ENTER

Enter online at www.sailingtoday.co.uk or post your answer to: Ocean Signal Competition, Sailing Today, Jubilee House, 2 Jubilee Place, London, SW3 3TQ

Simply answer the following question: What does PLB stand for?

- A** Personal Locator Beacon **B** Positioning Light Beam **C** Personal Life Boat

COMPETITION CLOSSES 30 JANUARY 2014.
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For more information on Ocean Signal's range of safety at sea products, visit www.oceansignal.com



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Head for Excel



Now the turkey and the mince pies are behind you, it can mean only one thing: it's London Boat Show time again. Here's what's in store

4-12 JANUARY 2014

STARTING SLIGHTLY EARLIER than usual on 4 January this year, the show again fills the south hall of the ExCeL centre in London's Docklands with a riot of sailing and power boats, equipment, clothing and personalities from the world of sailing.

For the first time, the London Boat Show is partnering with the Telegraph

Cruise Show in the next-door hall over the second weekend (10-12 January). Take advantage of *Sailing Today's* reader ticket offer (opposite) and you can get into both shows with the same £12 ticket. Note that an even cheaper £10 ticket is available from the organisers for the Monday, Tuesday and Wednesday.



Show news, plans

For the latest LBS news, scan the QR code with a smartphone or see www.sailingtoday.co.uk

Come and meet us!

Sailing Today will be sharing stand E156 with sister titles *Classic Boat* and *Yachts & Yachting*. Drop by and say hello to the editorial teams



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BEN AINSLIE



THE UNDOUBTED STAR attraction at this year's show is Sir Ben Ainslie, riding high after his record-breaking come-back as tactician on the Oracle Team USA boat that won the America's Cup.

He will be at the show with that boat's little sister, the AC45 catamaran in which he smashed the Round the Island record this summer. Meet Sir Ben on stand G280 at 11.30hrs on Wednesday 8 January and see his boat every day.

Laugh at freezing winter temperatures and take to a stand-up paddleboard or a kayak in the indoor pool. Or The Tall Ships Youth Trust has one of its 72ft (21.9m) world-girdlers outside on the pontoons, and one of the Royal Navy's Offshore Raiding Craft will also be on show, alongside a handful of other boats. Meanwhile, the RYA's Active Marina experience gives you the opportunity to pre-book free training sessions at the show.



ADVENTUROUS CRUISING

If you're planning a longer cruise, stop by the adventurous cruising zone on stand G102.

Run in association with the World Cruising Club (organiser of the Atlantic Rally for Cruisers), the sessions will focus on different boat types, how to provision your boat and what kit you may need.

Experts on hand include former *ST* editor John Goode, pilot guide writer and *ST* contributor Rod Heikell and ocean adventurer Peter Woodall. There'll also be an Ovni 435, a Yarmouth 23 and a 14ft dinghy on the stand, whose owners have interesting cruising tales to tell.

Y&Y Awards

On Thursday, 9 December, sister title *Yachts & Yachting* will be presenting its coveted annual awards, which recognise sailing, coaching and boatbuilding talent. Platinum Suite from 5.30pm



Far left: Last year's cruising zone
Left: There are more than 26 sailing boats to explore

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Broadside

FIRST MATE **KERRY PEARS** WONDERS WHERE SAILING GIRLS KEEP THEIR GLAMOUR DURING AN OCEAN PASSAGE OR A DAY OF RACING

How do they do it? Someone please tell me how! How do those glamorous girls look so gorgeous when they step ashore in the evening after a day of exhilarating sailing, their nails perfectly shaped and glossed with red; their white trousers looking as if they've just been collected from the dry cleaners?

When I venture ashore in the twilight, it's with my favourite Guernsey to keep me warm and jeans that feel as if they've shrunk because I've been wearing baggy, comfortable sailing trousers all day. My long salty hair is windswept and refuses to be contained; my cheeks are pink with the fresh air and exhilaration of a hard beat to windward. After all, we're on holiday; sailing means casual doesn't it?

When we're aboard for longer than a weekend I pack a skirt so that I can make an attempt to appear feminine. However, when the clothing in question (although carefully folded) has been thrown about in my sailing bag from forecabin bunk to bunk in consort with our tacking; when it has been subject to many disturbances from rummaging about to find various articles of warm, practical wear which I always mean to pack on the top but which invariably find their way to the bottom of my bag, then it is no surprise that my so-called "glamorous" outfit appears to have been dragged out from the bottom of the laundry basket!

Wherever I have sailed, from the quiet anchorages of the Isle of Wight, to the upmarket marinas on the French coast, I've been amazed to see women emerge from their boats looking as if they've just stepped off a Parisian catwalk or out of the pages of *Hello!* magazine. Do they ever actually sail the vessels they appear from, or does their immaculate appearance have something to do with the type of boat? Does glossy chic go hand-in-hand with monster "gin palaces" with patio doors, table lamps and silk flowers, and presumably personal hairstylist and dresser too?

My husband has certainly noticed them. I've caught the open-mouthed admiration on his face and then the surreptitious glance at me in my favourite cut-off jeans and "carpet slipper" boat shoes that have seen better



JOHN PEARS

'Wherever I've sailed, I've been amazed to see women looking as if they've stepped off the catwalk'


days. I don't have to guess what he's thinking! I used to believe that these glossy babes only existed in a Sam Llewellyn or Jilly Cooper novel, with their endless tanned legs, long hair and cherry-red lips and nails. I was wrong; boy was I wrong!

I try to console myself by thinking that they probably can't sail the boats that they're on – that they are there as adornment only. But who's kidding whom? They were probably Laser national champions by the age of 13, and have sailed the Atlantic single-handed – twice!

OK, so I admit it, I'm jealous. Maybe it's because I'm not young, beautiful or one of the world's wealthy – not in financial terms anyway. But to me, sailing is about the wind, the waves and your boat talking to you, not about wearing trendy labels, or showing the world that you're wearing the uniform of affluence afloat. Where is the personal challenge in shopping for the "right" outfit in which to be seen?

I'd rather be out on the water, thank you!

Of course there are those who embrace the alternative image – the new-to-sailing boatowners, who are now living their dream complete with stringy grey ponytail, bandana, and the single gold earring of the Cape Horner – old salts they are not, however much they try to look like one! I prefer to see the glamorous look, it gives me something to aspire to!


OK, I've jumped down from the pulpit now – I try to be presentable when I go ashore, honest. It's just that I never seem to get it quite right. I must try harder. I Must Try Harder. Next time you see someone in a Little Black Dress by Ralph Lauren, with perfect hair and lots of bling, jumping ashore from a dinghy to the beach because her spouse doesn't like to get his feet wet, it'll be me. And check out the footwear – you can't beat good old yachtie yellow wellies, whatever the nautical occasion! 

YOUR VIEW

Do you have an axe to grind on boating bling or fashion afloat?

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KERRY PEARS and husband John launched their self-built 40ft aluminium pilothouse sloop in Portsmouth, in 1999, then took her on a circumnavigation via Panama and Suez

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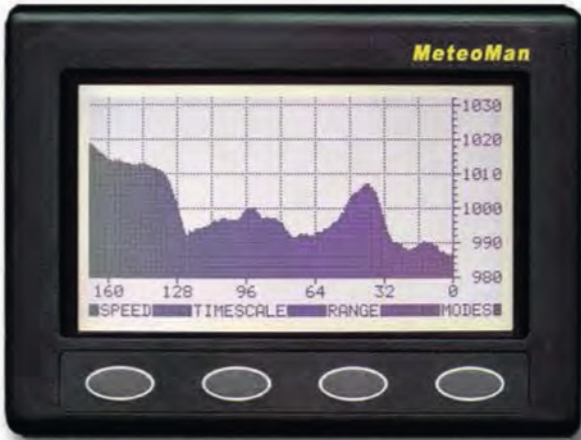


AIS ENGINE 3 £133.00



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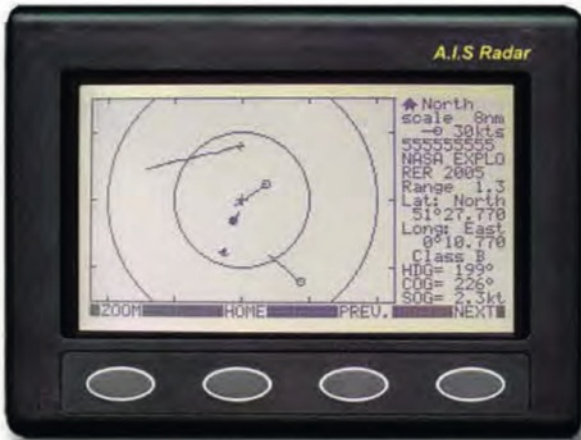
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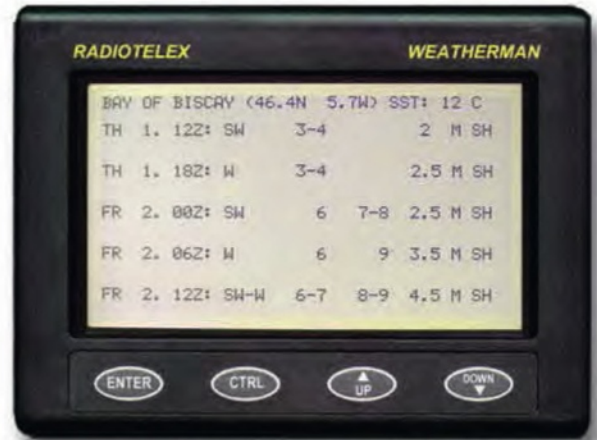
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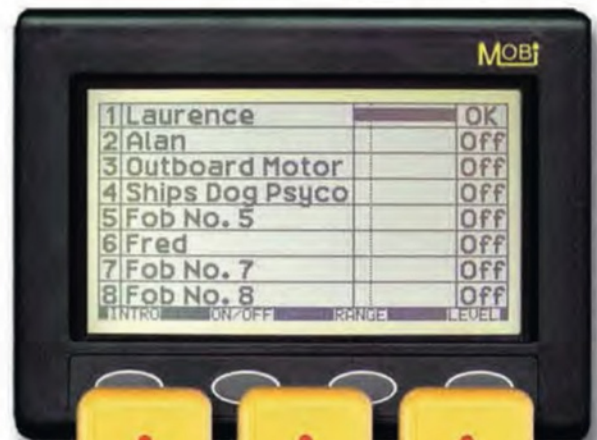
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BLOWN AWAY

In Part II of our Maldives story, *Liz Cleere* and *Jamie Furlong* head west but get blown east to Malaysia

LESSONS LEARNED

1. No matter how calm the weather, always reef at night
2. Check local knowledge for currents and weather; we were getting northerlies in the southwest monsoon
3. While GRIB files and satellite weather forecasts paint the big picture, actual conditions can sometimes bear no relation to predictions. Sail defensively and be vigilant
4. Rumours of aggressive fishing boats around Sri Lanka circulate, but perhaps the fishermen are just curious. When one trawler steamed towards us, we used Ch16 to pretend we were having a two-way conversation with an imaginary friend out of sight. The trawler changed course, and disappeared over the horizon

The yacht began to sway, a sideways wobble followed by a forward swing. Sitting in the cockpit, watching the water fall away beneath us was unnerving. Hauling out at Gulf Craft boatyard, in the Maldives, is a unique experience: a man standing under a tree with a remote control operates the 150t travel lift, while you stay on your boat making the most of the views from your elevated tour of the yard.

After three weeks in the northern atolls, snorkelling with turtles, rays

and clown fish in pristine coral reefs, eating freshly caught red snapper and sailing the clear blue waters of the Indian Ocean, it was time to get on with some work. Unable to haul out in India, our plan was to get lifted in the Maldives, check and anitfoul the hull, then head south to Chagos.

'Our fears were confirmed. The closer we looked, the more blisters we found'



ALL PHOTOS: JAMIE FURLONG

Main: Sunrise over Sumatra, first sight of land for 1,300nm
 Above right: Urban life in Male

Whoever first described bluewater cruising as boat maintenance in exotic places probably never hauled out in the Maldives. Thilafushi sits a few nautical miles west of the capital Malé, but its similarity to any kind of paradise island ends there.

Originally a deserted sand bar, it is now known globally as Rubbish Island. Boiling night and day, it has been reclaimed and bulldozed into a waste disposal badland. On one side the fires burn and the smoke rises; on the other, there are boatyards, warehouses, a reverse osmosis plant and technical service centres.



“This isn’t as bad as I expected,” I said to Jamie.

He didn’t bother to reply. We were coming to a boil of our own in the midday heat, and even conversation was uncomfortable. Soon a wooden ladder rested against the side of the boat. Millie, our cat, was first off, scampering under a pile of fibreglass. Then Jamie and I examined the hull properly for the first time in four years. Our fears were confirmed. The closer we looked, the more blisters we found.

“Like bullets through my heart,” said Jamie.

Snorkelling under the boat in Uligamu, he thought he had discovered osmosis, and now it had been confirmed. Although Gulf Craft specialises in building GRP boats, we did not have time to get the osmosis treated there. The yard’s friendly workers helped us grind and fill before we applied the antifoul. We would look at a full repair job when we reached South Africa.

Deal with it later

After five days of hard labour, we left Gulf Craft with a freshly-painted bottom, gleaming topsides and most jobs ticked off our list, including a fully-serviced Maxprop. Jamie’s parents were coming to visit, so we were looking forward to a break from boat maintenance for two weeks before the start of our passage to Madagascar. The outstanding jobs could be taken care of later.

However, we left the boatyard with poor power and the wash churning. At anchor in Hulhumalé, Jamie removed the thick plastic sheeting wrapped round the shaft. But as *Esper* left the anchorage, the wash continued to bubble. Not wanting to delay our family holiday, we made a brisk sail to Velassaru, a resort island about 15nm south, where the hotel sent a man in a dinghy to con us through the shallow coral (our depth gauge showed zero).

The next day, while his parents snorkelled on the nearby reef, Jamie took a close look at the Maxprop; one of the blades was misaligned. Kicking himself for not re-assembling it correctly, he contacted the dive school in the hope they would rent him some dive equipment.

“Would you like a diver to assist?” asked the dive master. The diver didn’t speak any English but underwater he and Jamie communicated through gesticulations. Together, they undid the nine Allen bolts and split pins, realigned the blades and put the Maxprop back together. Correctly.

Jamie asked the dive master for the bill. “You don’t owe me anything,” he said. “We’re just happy to help.”

It was another example of the helpfulness and welcome we found everywhere in the Maldives. To celebrate we went ashore that evening to enjoy sundowners at the bar followed by dinner under the stars.

The fortnight of fun went too quickly. After waving goodbye to

Jamie's parents we were back in Hulhumalé, making final preparations to leave. The weather all over the Indian Ocean had been bad in April, and even if we had wanted to leave earlier, it would have been dangerous because of a tropical cyclone over Chagos. We provisioned, refuelled, and rewatered, then finished our last jobs, which included replacing the cable from windlass to batteries and servicing the outboard motor.

Storm tactics

As night fell Antony, of *Divanty*, radioed through on the VHF: "You're cracking along there, *Esper*. Do you plan to reef down for the night?"

"No, I don't think so, Ants. We have one reef in and are in the lee of this atoll," said Jamie.

Esper is a cutter-rigged ketch, so



Top left: Papa Furlong enjoying a cocktail
Above left: Mike and Lesley Furlong under the palm trees on Velassaru
Main: Windsurfing before the squall

through the rigging. I was on the helm when it hit us.

"You know what to do," said Jamie.

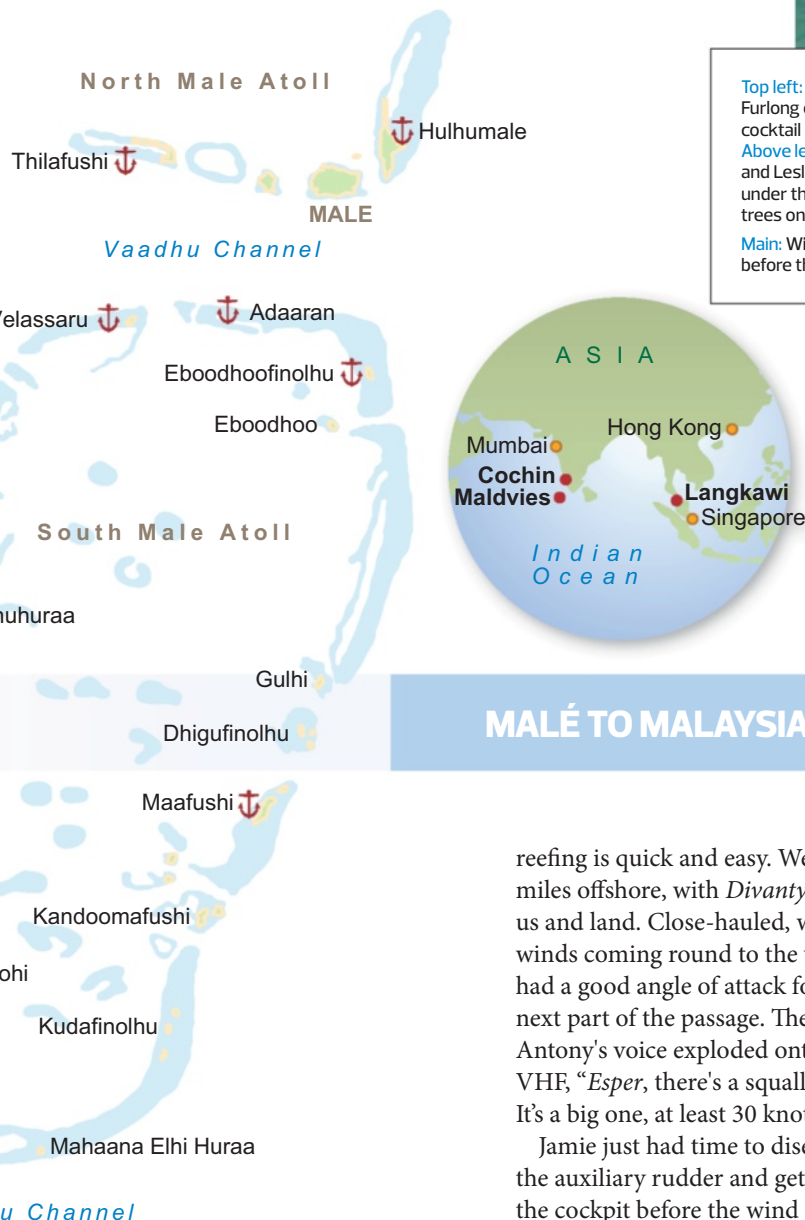
The adrenaline pumped as *Esper* heeled over. I gripped the wheel, keeping her into wind. "We must reef."

Jamie was already at the mizzen, but the furling line slipped and the whole sail unrolled, ripping his un-gloved hands. I battled to keep *Esper* from tacking, while Jamie clung to the mast staring at the solar panels. Mounted horizontally on the guardrail, they were now in the sea. Water rushed up to my knees in the cockpit; I was momentarily surprised by its warmth.

"Keep pointing into the wind."

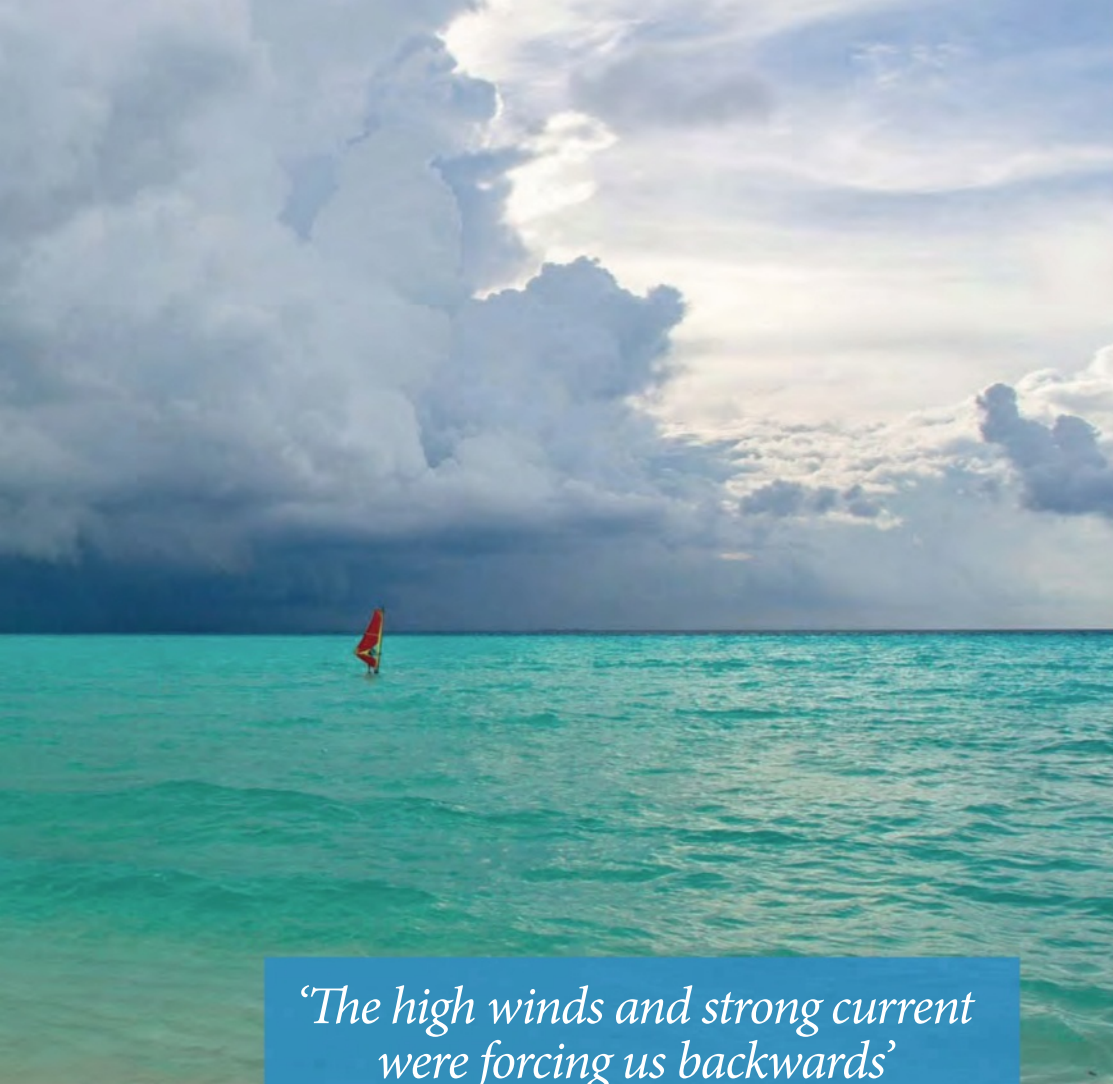
A muscle popped in my left arm, but I held the wheel fast. The rain hampered visibility; the wind gusting to 40 knots. Jamie let the mizzen sheet go to de-power the sail. As hundreds of tons of water washed down the decks and half the toerail disappeared underwater, finding a safe position to winch was hard. But we had been through this kind of weather before and knew *Esper* would look after us.

"That was stupid," said Jamie, an hour later. "From now on, we reduce the sails before it gets dark."



reefing is quick and easy. We were 10 miles offshore, with *Divanty* between us and land. Close-hauled, with winds coming round to the west, we had a good angle of attack for the next part of the passage. Then Antony's voice exploded onto the VHF, "*Esper*, there's a squall coming. It's a big one, at least 30 knots."

Jamie just had time to disengage the auxiliary rudder and get back to the cockpit before the wind crashed



'The high winds and strong current were forcing us backwards'

The storm had blown us off course, so we pointed back towards our destination. Neptune had other plans, though, and bowled squalls at us throughout the night. Although they are normal at this time of year, the relentless bad weather hadn't featured in our forecast. Daylight revealed spume whipping off the waves in a monochrome sea, while malevolent clouds glowered above us. The unremitting storms continued for three days.

A change of plan

We pointed 210°, but our course over the ground read 080°. The high winds and strong current were forcing us backwards. We changed course to 270°, but were pushed southeast. At

this rate, we would end up in Australia. So we made the hard decision to turn round and head back.

Sailing northwest was almost as difficult, and we were now being pushed towards Malaysia. We didn't want to heave-to because we did not want to drift, so with no sleep and some judicious hand-steering, we used maximum engine power to inch our way back to Malé. *Divanty* had disappeared from our AIS on the first night, and when, on day three, we finally managed to raise them on the satphone, we were surprised to learn that even with their 135hp engine they had been forced to turn back too.

Still running on adrenaline, we re-entered Huhlumalé anchorage, where we reflected on the mental and physical strength each of us had found since our adventure began. Working as a team to bring *Esper* through the kind of danger we had only read about, we were heartened by the yacht's stout performance and our proven seamanship.

With the damage *Esper* had sustained, we knew it would be foolhardy to try for Madagascar.

Damage report

Sustained crossing to Malaysia

- ▶ Loss of Pacific Plus Windpilot auxiliary rudder
- ▶ Seizing of foresail furling mechanism (for second time)
- ▶ Loss of outhaul car on mainsail track
- ▶ Degeneration of electronic navigation displays units

Provisioning for an ocean crossing

1. Fresh food which will be eaten in the first few days

Ripe mangoes, grapes, satsumas and yellow bananas. Ripe tomatoes, lettuce, aubergines, green leaves, green beans, broccoli, peppers and fresh herbs

2. Fresh food which will last well into the trip

Potatoes and onions last for weeks out of the fridge. Cabbage and cauliflower lasts well. Green tomatoes and green bananas will ripen. Melons and apples last well in the fridge. Oranges last longer than satsumas. Lemons, ginger, garlic and spring onions add flavour once the herbs have gone.

3. Canned and dried food to use later in the trip

We lived off tinned tuna bought straight from the canning plants in the Maldives. Pasta and rice have a permanent position in all cruising yachts. Dried herbs and spices are a necessity to give bland food some life.

We don't eat meat, but do eat fresh fish whenever we catch it. We learned very early on in our cruising life to do without milk.

Wash all fresh food, then spray with bleach/water mixture. Leave to dry before storing.

My food bible is the *Cruising Chef's Cookbook* by Michael Greenwald

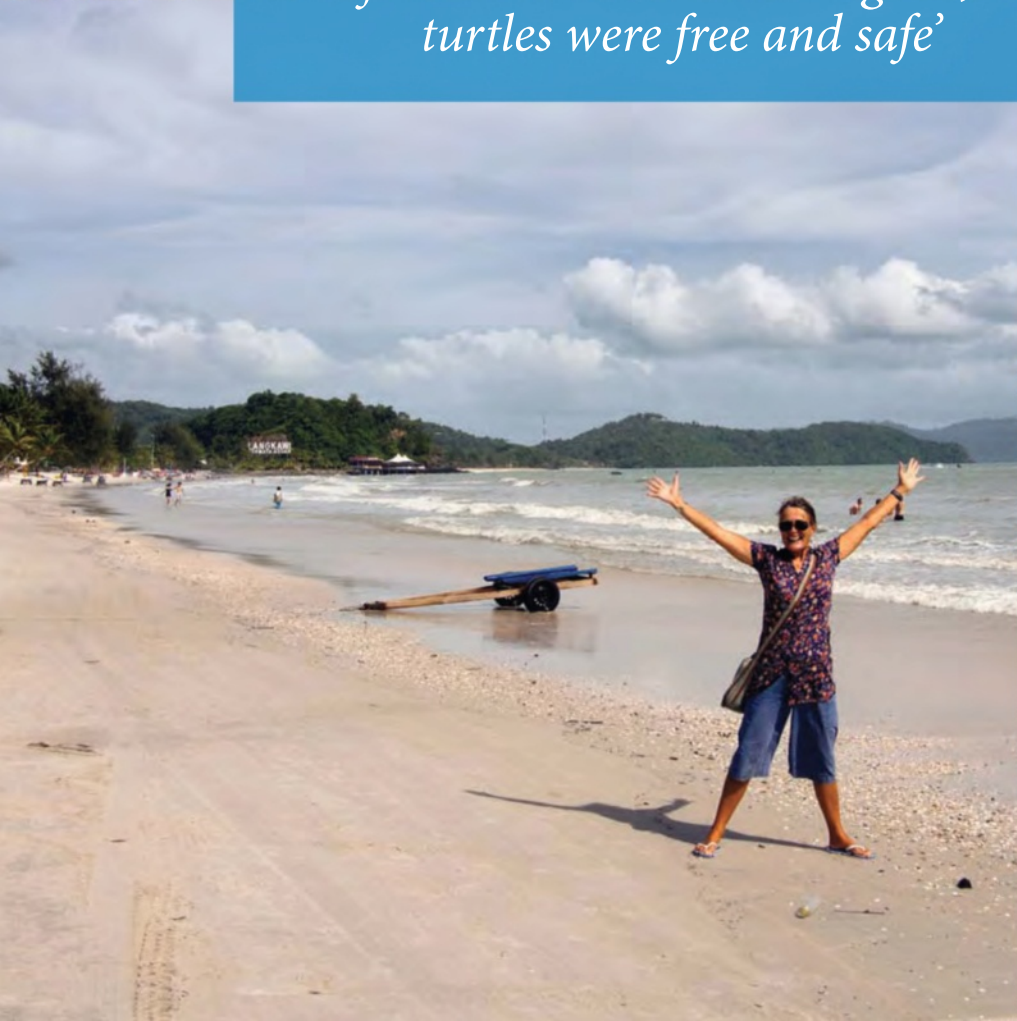
Going back to India could be done, but the yacht facilities there were poor. Our best option was to take advantage of the southwest monsoon and sail to Malaysia. In one week, I sewed the sails and bimini back together and cleaned up the mess, while Jamie replaced and made repairs to the equipment we had lost or damaged.

Then, at the end of May, we set sail to Langkawi. In the first few days, we made excellent speed, averaging seven knots, even reaching 13 knots down the waves. Our self-steering did all the work, while we sat in the cockpit, enjoying the sun, stars and

Clockwise from top:
Sailing towards
Royal Langkawi
Yacht Club after
many days at sea;
the Sea Eagle of
Kuah, Langkawi;
Lagenda Langkawi
Dalam Taman Park,
Kuah; Pantai
Cenang beach



'The sky darkened... then the squall hit us from behind. But we laughed; our turtles were free and safe'



some fishing. Or rather, playing around with new lures. It was only when we sailed through a school of metre-long tuna jumping clear of the waves and over my line, that I realised I needed to re-think my fishing strategy.

One small trevally impaled itself on my hook, and provided Millie with lunch, but the only other thing I caught was a juvenile Masked Booby. Despite our whistles and shouts, it dived onto the lure as I reeled in the line. Jamie pulled it on board and the bird spewed out plenty of water. He set it on our upturned solar panel, where it stayed with us for half an hour before slipping back into the water.

Things were not all plain sailing. On day four we lost our auxiliary rudder, putting the self-steering out of action. It sheared off in the night, probably having hit something floating under the water. We resigned ourselves to hand-steering and two-hour watches for the next nine days.

Some days the squalls came, but we were used to them by now, and at times enjoyed the extra speed they gave us. There were also other equipment failures: the furling mechanism in the foresail jammed, so we lost the use of our yankee; the outhaul car on the mainsail track broke, spilling its ball-bearings into the sea. Luckily *Esper* has plenty of other sail options.

Turtle rescue

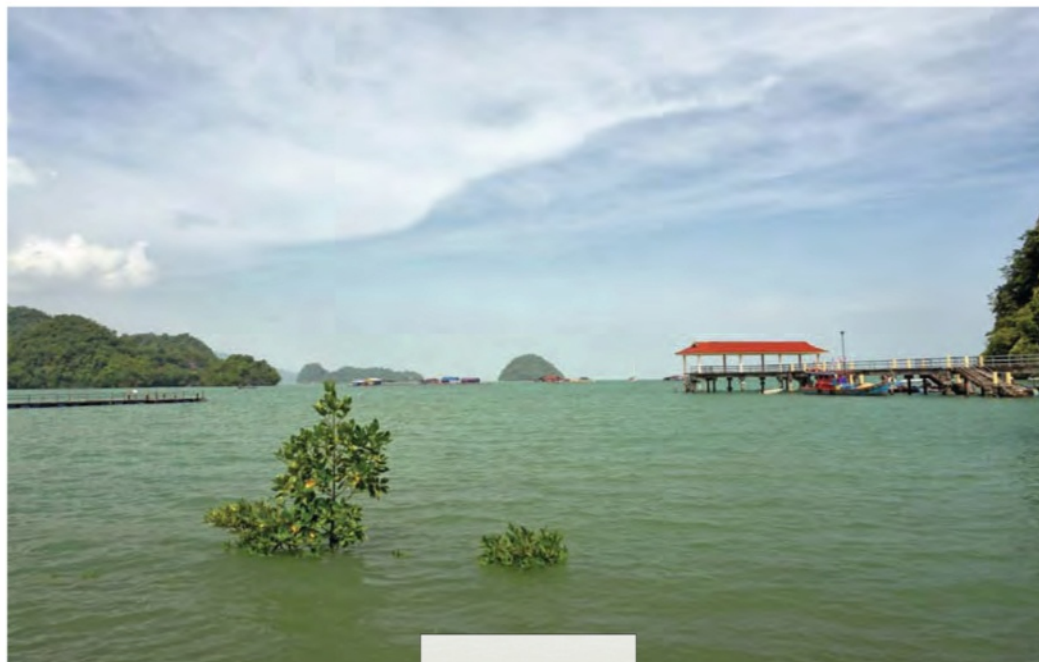
On day eight we experienced one of our most cherished moments aboard *Esper*. We were drifting in 20 knots of wind, while I finished lashing our yankee to the guardrail and Jamie returned to the wheel. A squall was creeping up on us from behind. Before I had finished, he put the engine in gear, and a wave gushed over me. I was not happy.

“Why did you do that?”

“There's a turtle in distress,” Jamie replied. He was pointing at a ridge of water close by.

I scanned the hills and valleys in front of me, and saw nothing but a bunch of netting and plastic bottles. “It's nothing, just some floating junk.”

As I spoke, a flipper waved out of the water. I felt sick. I was tired and really didn't want to think about distressed turtles.



One of many natural harbours around Langkawi

“Well, what do you want to do?” I said, offering little encouragement; it was his call.

“I'll never forgive myself if we leave without trying to help,” he said.

I knew he was right. So I crawled back to the cockpit to take the wheel. He would have to do the heavy work because of his greater strength. Putting our man overboard manoeuvre into practice, I placed *Esper* downwind of the turtle, and let it drift onto our starboard quarter. Jamie snagged the floating mess with the boathook.

“It's two turtles,” he said.

I joined him at the guardrail and saw fingernail-sized crabs climbing over the turtles, sharpening their claws in anticipation of the feast to follow. Shadowy fins circled beneath. Jamie couldn't hold the tangle, so I grabbed a halyard and attached it to the netting. But closing the shackle was impossible and the line flew away from the boat. Sobbing, I hooked my gloved hands through the net while Jamie tried to catch the halyard on its way back.

Then a miracle happened: furious at the fate which awaited these innocent animals, I lifted the whole, heavy heap clear of the waves. Jamie sprang to my side, and together we hauled the stinking net, floats, bottles and flailing turtles into the cockpit. A hundred crabs abandoned their home, flattening

themselves under our deck fittings. The turtles were upside down, making the job of cutting them free easier. Their shells were glossy, smooth and serrated, underneath they were creamy.

Working fast, we released flippers and necks, making eye contact with the stoical creatures. Afterwards we wondered what they were thinking. As the sky darkened, and the first rain pellets pummelled the deck, we slipped them back into the sea. Then the squall hit us from behind. But we laughed; our turtles were free and safe.

Hand-steering on two hour watches in increasingly roly seas for 1,300 miles was hard work, but the joy of that turtle rescue fortified us for the last five days of our voyage. Physically, emotionally and mentally exhausted, we arrived at the serene Royal Langkawi Yacht Club at 16.00hrs. And there, with beers and hugs, were some of the old sailing friends we have made over the last seven years of cruising.

GET IN TOUCH Would you have stopped for the turtles?

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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



Pipit's Nestaway pram dinghy came into its own for exploring upriver



A pleasure of the cruising liveboard's lot is being able to linger in attractive places as and when one encounters them. For us the Guadiana River was just such a place.

We had enjoyed predominantly dry, warm, sunny and calm weather throughout the winter in Lagos, Portugal, but when we left our winter berth, the weather turned quite windy. This made our first anchorages at Portimão and Culatra somewhat uncomfortable, so we headed for the sanctuary of Ayamonte marina at the mouth of the Rio Guadiana, the border between Spain and Portugal.

Having not been able to make contact with the marina by radio or phone we headed for the first available berth on the outer pontoon, the strong wind very helpfully blowing us sideways onto it. The town was charming with a useful chandlery and a small but fantastic market, where we bought the most delicious and freshest clams we'd had yet.

There was a fresh headwind as we motored upriver, passing tentatively under the bridge – our calculations showed we should have clearance, but it's always a tense time! We enjoyed the vistas and spotted spoonbills, herons and egrets, but kept a careful eye on the depth sounder. We anchored mid-river between the towns of Alcoutim on the Portuguese side and Sanlúcar on the Spanish.

Although we like being at anchor, the next day we moved to the one remaining space on the pontoon at Sanlúcar, to gain some relief from the stream of bamboo and other flotsam passing up and down the middle of



SECRET PLACES

Rio Guadiana

Andy MacKellar & Ann Rowe discovered a little-known wildlife haven off one of the largest rivers in the Iberian Peninsula

the river with the significant tide. We found a mini-liveboard community at Sanlúcar, with a number of people having over-wintered either on the pontoon or at anchor, and a friendly bunch they were too.

After a few days, we motored further upriver to anchor just above Rio Vascão, aka Turtle Creek. Another night of disturbed sleep followed as more vegetation collected on the anchor chain, which we had to clear a couple of times during the night. The wind was still blowing the next day, but at slack water we rowed the dinghy to Turtle Creek, spotting our first turtles within minutes.

We potted around, enjoying the serenity of the creek, catching glimpses of colourful bee-eaters, golden orioles and many more turtles. When we returned the next day with a camera, we were richly rewarded by seeing dozens of turtles basking on the mud at low water. Rowing stealthily rather than using the outboard, we could get



remarkably close to them before they slipped back into the water. All this in silence save the sublime soundtrack of a nearby woodpecker.

Returning to *Pipit*, we headed upriver to Pomarão and, after a tricky bit of pilotage round submerged rocks (and trucks, allegedly, after a severe flood some years ago), we anchored above the village in a very peaceful spot, albeit with a persistent gusty wind. The next morning, no wind, clear skies and a beautifully tranquil river - is what we had in mind! We did not get it, so what else to do but sit in the cockpit and mend the vacuum - the glamorous liveboard lifestyle!

We spent a week at anchor in this most idyllic of locations, the only passers-by being friendly local fishermen. We pottered in the dinghy, and we are so glad we took the time to explore the Guadiana. We were blessed with lots of wildlife, if not perhaps the weather we hoped for, in what is a truly tranquil 'secret place'.

TURTLE CREEK: 37° 31' .38N, 007° 30' .46W



Sanlucar marina

After going alongside in Sanlucar, we went on a hunt and eventually found someone to pay for the berth. This involved filling in a form at the tourist office, taking the boat documents and passports to the town hall to be photocopied (36 cents) and returning to the tourist office to pay €7 (c£5.90) per night, including power, water and showers. The latter were interesting as we had to stand on a foot switch which liberated no more than a dribble of water. It was a hot dribble though! We stayed for three nights, but subsequently showered aboard.



Alcoutim

From atop the ramparts of Alcoutim Castle, jutting out of the hillside just above the town there are panoramic views of the river and across to the Spanish Castle of San Marcos at Sanlucar. A short walk from the Castle brings you to Praia Fluvial - a Blue Flag beach (complete with imported sand) in Ribeira de Cadavais, a rivulet immediately north of the town. Walk a little further on a Saturday morning and you'll come to a small fresh produce market, together with meat and fish vans.



Pilotage

Navigation requires care up the Rio Guadiana and we found The Guadiana Pilot by José Gomez a great help. It includes a chart CD. www.upriverpilot.com/id181.htm

Follow Andy and Ann,
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GULL'S EYE

CHICHESTER MARINA

Main: Tranquility is the name of the game in this well-sheltered, large marina

Toby Heppell explores the vast but peaceful Chichester marina

It might well be surprising to the first-time visitor to find quite such a large marina nestled away in quiet countryside near the ancient town of Chichester. In fact, upon arrival the feeling of the marina is more akin to something much smaller, with the basin surrounded by trees and a pervading sense of calm and tranquility.

It does not take much of a stroll around the edge of the marina to realise the place is simply huge. The 900 plus-berth Premier Marina

occupies a large stretch of land surrounded by protected countryside – it seems unlikely that you would get permission today to build something so big in an area of outstanding natural beauty such as this.

A recent redevelopment at the far end of the marina has smartened things up considerably of late and there is definitely a cleaner, less rugged feel these days. However, the general perception remains more rural east coast estuary berthing than posh southern mega-marina.



RUN ASHORE

There are two restaurants-cum-bars-cum-coffee shops, on site. We tried the newly-opened Boat House Café who produced a decent enough coffee and an excellent fish finger sandwich (clearly the fish fingers were made on site and the company professes to source all its food locally). This is so new that many of the residents have yet to try it, but with local Iron Horse ale on tap, the signs are very positive.

Walking is an important part of the Chichester experience with many we spoke to choosing the spot as much for the easy access to long country walks as for the cruising nearby. This underscores one of the major issues at Chichester: though the site itself contains most things the visiting yachtsman might need, you are a long walk from Chichester itself (roughly 3½ miles) and the surrounding areas are largely residential, so choices are limited without a cab, or bike, ride.

LEAD PHOTO: EMILY HARRIS

Local berth holder

Mike and Elaine Pritcher



"We first took up a mooring here about seven or eight years ago," says Elaine. "One

of the great things, and something that keeps us in the marina, is the value for money you get here. It is a lovely marina and when you look around, nothing really comes close on price in this area.

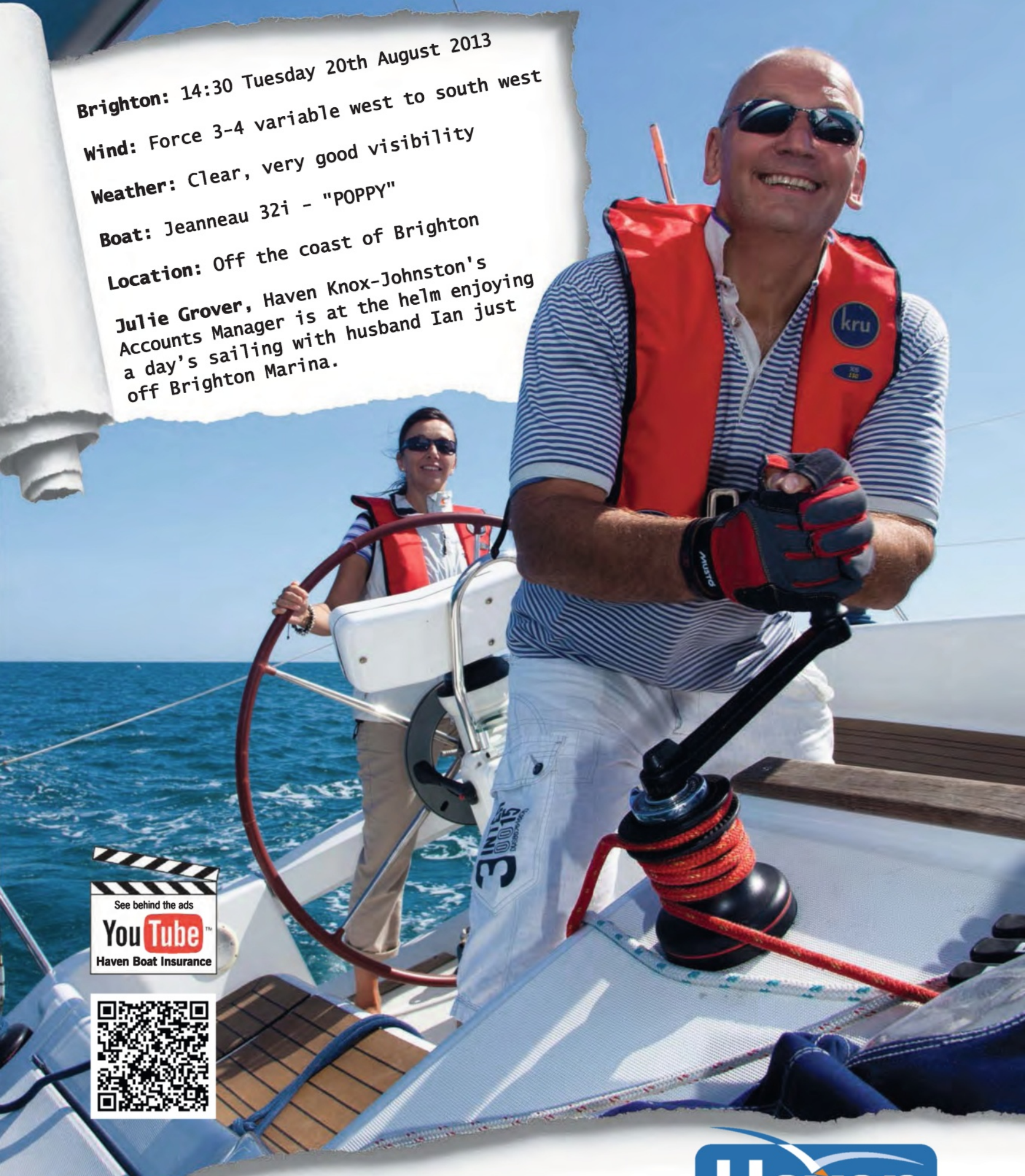
"Cruising-wise there is plenty to see and do. Although we haven't been out on many

day cruises recently, East Head is a very popular spot to anchor and relax. West Wittering beach is also popular but it can be busy.

"East Head is the more welcoming to us because it is wild. There is also a berth-holders' association that has regular meet-ups."

Brighton: 14:30 Tuesday 20th August 2013
Wind: Force 3-4 variable west to south west
Weather: Clear, very good visibility
Boat: Jeanneau 32i - "POPPY"
Location: Off the coast of Brighton

Julie Grover, Haven Knox-Johnston's Accounts Manager is at the helm enjoying a day's sailing with husband Ian just off Brighton Marina.



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Making an entrance

The mouth of the harbour is a good 45-minute sail away. Careful attention should be paid to Chichester Bar, which can kick up huge waves

GULL'S EYE

CHICHESTER MARINA

50° 48' .19N, 000° 49' .33W

New buildings

Since we visited, Premier has finished extensive redevelopment at the lock-end of the marina, including a new cafe/restaurant



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



Wait for entry

Due to the area's popularity, particularly in the height of summer, queuing for the lock is not unusual. For those on the way out, staff can call you from your berth when it is your turn

Out for a stroll

Despite being furthest from the marina office and lock. Berths in this area of the marina are popular for the immediate access to country walks

FACTFILE CHICHESTER MARINA

Contact: +44 (0)1243 512731
www.premiermarinas.com

Berths: 900+

Facilities: Wi-Fi, electric and fuel, 60-tonne hoist, 24/7 opening and security, 4x toilet/shower blocks and laundrette, restaurants

Tides: Dover +0027

VHF: Channel 80

Costs: £2.85 per metre (overnight)

Passage planning

CHICHESTER MARINA: 50° 48' .19N, 000° 49' .33W

Chichester Harbour is technically a ria, or flooded river valley, and all the fine cruising up little nooks and crannies associated with it provide challenging navigation for the yachtsman.

The first hurdle is the Chichester Bar at the entrance. This should cause few navigational problems, being dredged to approximately 1.5m below chart datum giving a depth of 2m at low water springs. However, the bottom can vary by well over half a metre and with an ebb tide and strong southerly winds, it is advisable

to exercise caution and cross the Bar between three hours before and one hour after high water springs.

'The true appeal...is the day cruising...within Chichester Harbour'

Chichester Marina is located in the eastern-most tributary of Chichester Harbour. Once beyond the Bar, make in a north-northeasterly direction, towards East Head. Buoyage is plentiful and very clear within the confines of these channels, so

navigation is fairly straightforward, though sailing up them is particularly tricky in anything approaching upwind as they shelve rapidly and there are many small craft moorings.

Once past East Head, proceed up the Chichester Channel past Itchenor, following the waterway round the bend to port. A little further along and you should be able to see the marina off to port. The channel to Chichester Marina (12m wide and minimum depth varying from 0.3m MLWS to 1.7m MLWN) is marked by the Chichester Marina starboard pile. There are five starboard markers, each with a green top mark in the approach channel.

Due to its location quite far inland, Chichester is a locked marina and, though the lock keepers will easily be able to spot you as you approach (the loch is manned 24/7), it is advisable

LEAD PHOTO: GRAHAM DAIRNE



Above: Stunning scenery and river cruising are a major attraction of Chichester

Above right: The popular West Wittering beach

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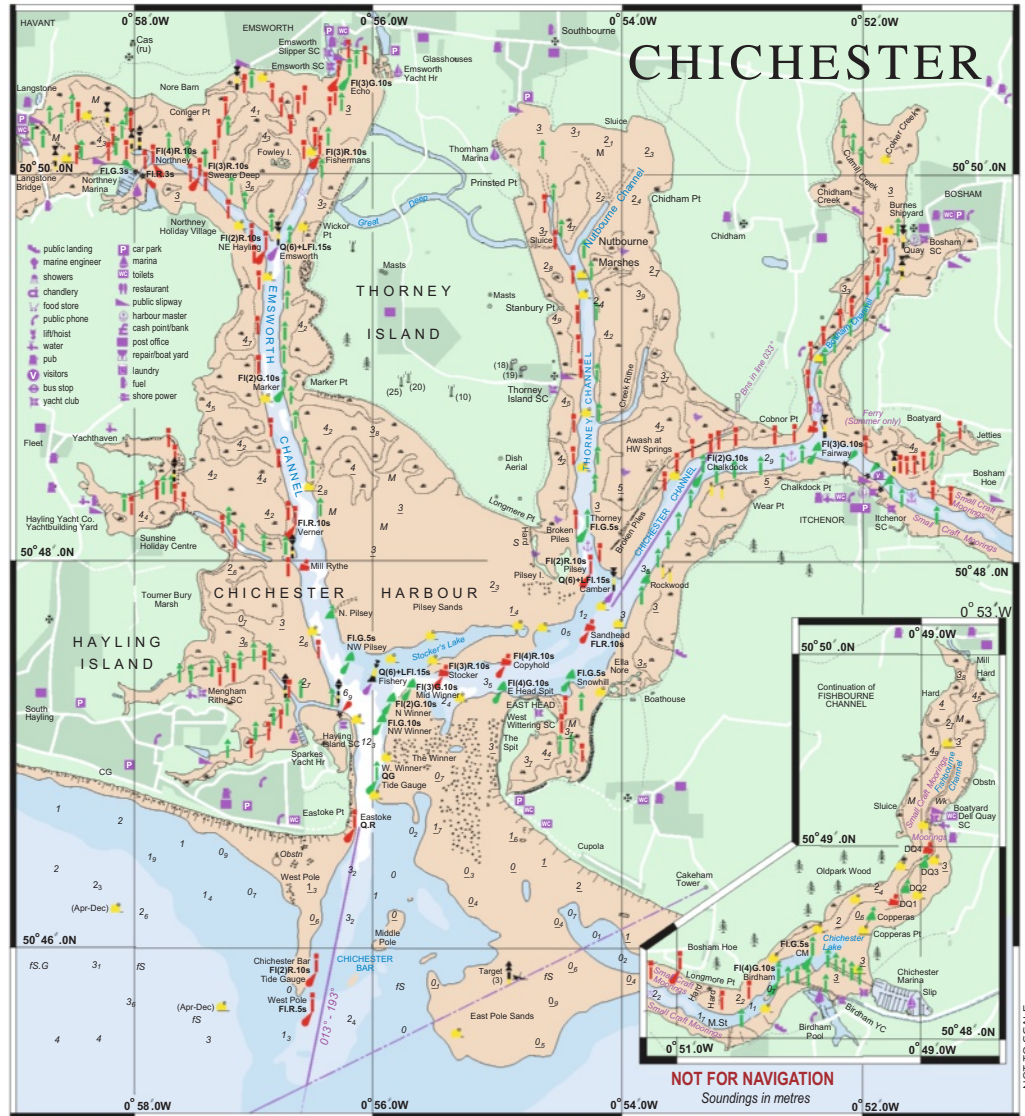


GUYFOAN

CRUISING GROUNDS

Although many of those we spoke to insisted there were cruisers based in Chichester that made regular long passages, it does not seem the perfect location for this. From the marina to the mouth of Chichester Harbour would be a sail in the region of 45 minutes. marina manager Graham Bristowe points out that many cruisers use this time to get themselves ready for a long cruise, but then admits many berthholders also take make use of Premier's Advantage scheme and take a night at Gosport for free before travelling further.

The true appeal of this marina is the day cruising offered within the confines of the harbour and some of the cruising offered nearby. East Head comes up time and again as a good daysail as does the ever-popular West Wittering. Although there is a great expanse of water in Chichester Harbour it is worth noting that the area can get very busy at weekends and during sunny days in the summer.



Below right: Pontoons are separate from one another each with a bridge ashore



to call them up on the way in on VHF channel 80. Usual locking regulations apply here, with a traffic light system of green for 'proceed into the lock' and red for 'don't enter'. There is a waiting pontoon directly outside the lock if the lights are red. During the summer there can be something of a queue at the lock gates, however, the depth is such that for four hours (HW +/- 2hrs) on

springs, the marina operates a 'free flow' system where the gates are left permanently open; this is indicated by a slowly flashing amber light on the traffic light system. Once inside the lock, a member of the marina team will pass you lines to tie-up with and give you your berth assignment and visitor information – there are no dedicated visitor berths.

Costs

BERTHING CHARGES	
Duration	Price
Day (summer)	£2.85/m
Month (summer)	(10m) £526.45
Day (winter)	£0.68/m
Annual	from £2,449



BURRA SAHIB

APPENDICITIS STOPPED ANDREW HALCROW'S FIRST CIRCUMNAVIGATION; NOW HE'S TRYING AGAIN IN HIS 31FT STEEL-HULLED YACHT. [SUE JACKSON](#) MET HIM

“If I don't do this trip now, I'm never going to do it,” Andrew Halcrow says. “I dinna want tae be sitting in an old folks home, 90 years old and thinking I really should have done it.”

Through Facebook, I discovered that 54-year-old Andrew, a yachtsman from Burra, Shetland, had arrived in Falmouth to prepare for his second attempt at a solo non-stop circumnavigation of the globe under sail only. I was the only person to wave him off as he slipped from Falmouth harbour on 11 November 2013.

Andrew's first attempt was in 2006 when he set forth in his 31ft (9.4m) steel yacht, *Elsi Arrub* (“Burra Isle” backwards), which he built 26 years ago. All went well until, 300 miles southwest of Australia, his appendix burst. Andrew phoned his wife, Alyson, on the satellite phone, and she alerted Shetland Coastguard who then contacted Falmouth Coastguard. Andrew had to abandon *Elsi* in the Southern Ocean while he was taken on board a bulk carrier to hospital for an operation that saved his life.

Months later, back home in Shetland, Andrew had a most welcome phone call. “*Elsi* was spotted by the Australian Coastguard who rang me at 7am one morning to say she was safe,” he says. After she'd been identified by Andrew, a fishing boat was arranged to fetch her, then Andrew flew out with his son to arrange for her to be shipped home. So *Elsi* arrived back in Shetland in May 2007.

“I didn't plan to do it again,” Andrew says. “But *Elsi* became a bit neglected and I knew I had to do something to keep her going. So last summer I shot-blasted the deck and painted her up and she looked really good when I'd finished. It was as if she was all dressed up with nowhere to go. So Alyson said why don't you have another go?”

Deciding whether to go was the difficult part. Once he'd committed himself, Andrew decided to leave Shetland at the end of September and head for Falmouth. “It was easier to leave from Falmouth as it's the best route to cut out a month of bad weather,” Andrew explains. “Also, it's a great place to leave from as it has a great seafaring heritage. It's a great place to return to, as well.”

From Falmouth, Andrew aims to head for South America, then round Cape Horn and across the Pacific. He plans to sail through the Torres Strait, cross the Indian Ocean, pass the Cape of Good Hope and sail back into the Atlantic.

Andrew's father was a keen sailor and encouraged his son's interest in boats from early on. By the age of 18, Andrew was keen to build a boat. “I'd always wanted to travel, so sailing and travel seemed a good idea,” he explains. As a blacksmith he was used to working with steel, so he built a 31ft steel boat.

“I started the *Elsi Arrub* in 1985 and launched her in 1987. Then in 1988 I set off with my brother on a circumnavigation for five years.” But the five years sailing only underlined Andrew's real ambition. “I had a hankering to do a singlehanded non-stop circumnavigation, so in 2006 I set off.”

Bearing in mind that this boat has no engine, Andrew is relying purely on his considerable experience to get him out of trouble. And as his first voyage was cut short, this trip is all the more special.


“I've been wanting to do it for 30 years,” Andrew says. “But this trip wouldn't be happening if it weren't for Alyson,

and I cannot thank her enough for that.” His faith in *Elsi Arrub* is also touching. “She's been part of my life for 26 years and I know her inside out. She's a huge help and I have great confidence in

her.” He smiles. “I'm looking forward to the tradewind sailing, which is as good as you can get. And being at sea for a long period of time is good. I like the solitude although I'm not really a solitary person. It's the challenge and a big adventure.”

Andrew has also revealed that he will use a sextant for navigation, with GPS for emergencies, and for navigating in the busy Torres Strait. His only modes of communication are a satellite phone and an HF radio. Being a teacher of astro navigation should help but it remains impressive.

The hard part for Andrew will be the time spent away from family and friends, particularly his wife. “Alyson and I spend most of our time together so it will be difficult being apart,” he says. “And I'm not looking forward to the bad weather, or tinned food for a year.” He grins. “The first proper meal will be wonderful!”

Then, Andrew and Alyson hope to enjoy some leisurely cruising. “We'll take off and sail somewhere,” he says. Somewhere warm, I ask? “Antarctica,” he says, to my great surprise. 

‘He will use just a sextant, with GPS for emergencies, or in the Torres Strait’

CREEK CRAWLER

Tony Smith ditches the outboard to explore the Essex coast in the wake of small boat legend Charles Stock

It was very dark when I let go the mooring line in the early hours of the morning. In fact, it was pitch black and I could not make out a thing. Even so, I managed to bob and weave around the shoals and through the narrow channel from Goldhanger Creek to the Bench Head buoy using my little ship's hugely oversized World War Two landing craft compass.

As I made way northeast, up the choppy waters of the Wallet, the new dawn broke out over the sea ahead in a glorious spectacle of light. In a

physical sense I was sailing alone, and I just couldn't shake off the thought of giant container ships piling in and out of Harwich and my gaffer *Shoal Waters* somehow becoming stranded in the shipping channel with no wind.

That's because I was sailing with no engine, when such gloomy thoughts can build and crowd the mind of the singlehander. I consoled myself with the knowledge that I had cut my teeth at engineless cruising by sailing the busiest shipping waterway on the east coast: the tidal Thames. I had



Previous spread:
Near high water in
Paglesham Creek,
with Wallsea
Island to port
Clockwise from top:
The author and
Shoal Waters dried
out in Transit Creek;
eerie withies are a
common sight in
east coast creeks;
old stumps in the
mud at Johnny All
Alone Creek; at
Goldhanger Creek



'the tide trickled away and curlews began working the tidelines for their supper'



adapted my mindset to the more pre-emptive way of thinking that is needed to meet the challenges of cruising in this way.

Under sail alone

Ultimately, though, the small auxiliary that I had carried in my first season with *Shoal Waters* had been left ashore, along with the transom bracket, so it could no longer be an option if I ever found myself becalmed. I had decided to cruise the Thames Estuary under sail power alone – and perhaps the odd push and shove, too. Cruising like this, achieving a fair passage while alone and under sail power, was gratifying and I thrived on the pureness of each mile the boat travelled and the closeness with nature I had begun to feel.

I passed the seaside town of Clacton and in an hour, Walton Pier was abeam. I could make out the white

shed at Harwich Harbour, which gives a good bearing to aim north across Pennyhole Bay. By the time I was off Harwich, the new flood would lead me the rest of the way into the mouth of the River Stour.

A ship passed, ploughing up a tidal wave in its wake, but *Shoal Waters* rode the choppy sea – sailing gallantly into Harwich Harbour on a steady westerly breeze. Reaching the green Ganges buoy, I took a turn to port and sailed back and forth across the mouth of the Stour, a broad estuary where much mud is revealed at half-tide. It divides Essex on its southern bank from Suffolk to the north, where trees come down to the sea.

I took some time to admire the busy goings-on across the harbour at Felixstowe Docks, where cranes clanged noisily as they moved hundreds of metal containers. Then I went about and hove-to by the Ganges to wonder at this small spot where the training vessel of the same name was once moored.

The 84-gun second-rater spent seven years here, from 1899 to 1906. By that time a shorebased HMS

Ganges establishment had been built nearby and HMS *Ganges* the ship was towed away. For training, the mast of HMS *Agincourt* was erected and it was this tall mast with square yards that now stood erect a few hundred yards away on the Shotley shore, poking above the trees just beside the marina.

Sailing on, heading west but keeping into shallow water on the north side of the River Stour, I began combing the contour of the shoreline. As I did so I pored over my Ordnance Survey map, which is always a great help for inshore cruising. And there it was – Johnny All Alone Creek.

On the map, Johnny All Alone had hardly any resemblance to a creek with an actual channel, but the name was far more intriguing to me than other local anchorages at Mistley or Wrabness. Both these places have their own charms, of course, but I had already visited them. No, I had decided I was going to spend the night at Johnny All Alone Creek, so I sailed further northward and made a turn west to hug the margins of the

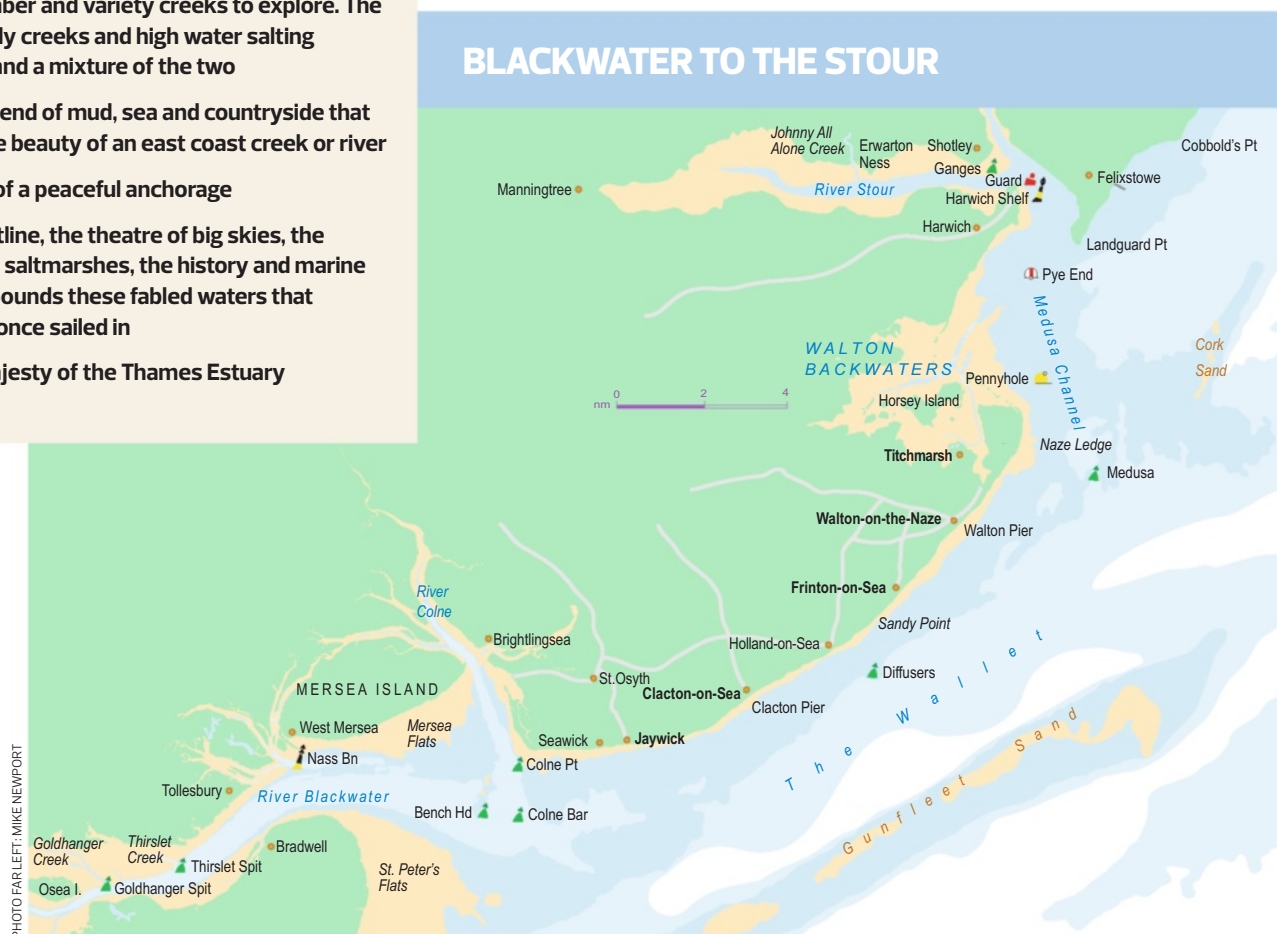
CREEK CRAWLING EQUIPMENT

- Thigh waders
- Sounding cane
- Binoculars
- Hand-bearing compass
- Oar or paddle
- Tea bags

Five reasons to love east coast sailing

1. The huge number and variety creeks to explore. The low water muddy creeks and high water salting fringed creeks and a mixture of the two
2. The special blend of mud, sea and countryside that is in essence the beauty of an east coast creek or river
3. The solitude of a peaceful anchorage
4. The low coastline, the theatre of big skies, the islands, the rare saltmarshes, the history and marine heritage that abounds these fabled waters that Nelson himself once sailed in
5. The sheer majesty of the Thames Estuary

BLACKWATER TO THE STOUR





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Suffolk shore which by now were covering with the new flood.

On past Admiralty Pier and Bristol Pier, followed by Cockle Creek and Gibbon Creek, both silted gutways, and then Erwarnton Bay's salting-fringed Waterhouse Creek. I was almost there – just a promontory of land to pass at Ness Quay, which was the last of the east coast quays used by the farm barges that traded muck from London.

Sluice spotting

I pressed on with the wind still in my favour and passed close to a south cardinal. Suddenly, I could pick out my goal in a slight bay that jutted inland and where I noticed a sluice gate. Sluice gates can be a tell-tale sign of a former creek, where it has been cut off by the building of the seawall.

I headed toward the shore until there was barely 2ft (60cm) of water below the boat. This was as far in as *Shoal Waters* could comfortably stay afloat. There was no channel as such, for it has almost completely eroded, but some saltmarsh still buffered the western edge up to the seawall and a few trees and low scrub decorated to the east.

Beyond the sluice, the creek reaches right up to Beaumont Hall. Victorian sailing barges once pulled in here owned by the Wrinch family, local farmers who ran their own fleet of barges and used the creek right up



SHOAL WATERS

Miniature gaff cutter, 1963

LOA: 16ft 6in (5m)

Draught: 12in to 4ft (30cm-1.2m)

Builder: Fairey Marine

Material: Hot-moulded agba veneer hull



Above: Charles Stock made a name for himself cruising and writing about the backwaters of the east coast. He finished the boat, a Fairey Falcon dinghy, himself



Charles Stock

Shoal Waters was built for famed small-boat sailor Charles Stock in 1963. Under his hand, she made good over 70,000 nM from Maldon in Essex between Whitby, Ostend and the Solent; adventures about which he wrote in the modern classic *Sailing Just for Fun* in 1998. He received a lifetime achievement award from the Royal Cruising Club in 2010 when he retired from sailing, but died two years later aged 85. In February 2011, the boat was bought by author Tony Smith.

until 1947. As has happened over time with other creeks, names can change and Johnny All Alone Creek was known as Erwarnton Creek until sometime in the early 19th century when a fisherman named Johnny Shilling lived here 'all alone'.

It was now high water and time to position *Shoal Waters* to dry out for the night. The Stour is similar to the Blackwater in many ways, as half of it dries and there are many stumps lying around from old farm wharfs or ancient fish traps. I hadn't recc'd the creek beforehand for dangerous obstacles protruding from an otherwise soft muddy seabed. Nor did I want to end up lying awkwardly over the gut of the creek.

This called for a ferocious few minutes with the sounding cane – jabbing, waving, prodding and sweeping all around the boat until I was happy we were in a clear spot and threw the 17lb (7.7kg) fisherman-type anchor over the bow. I let her drop back a little before giving a good tug on the chain to set the hook. From the stern, I chucked in the ship's small grapnel, which I carry for just this type of calm-water scenario. I could then pull her stern round a little to miss the gut of the creek and within an hour-and-a-half she

ESSEX GLOSSARY

Gut – a deeper channel usually at the very middle of a creek where the last of the tide trickles away
Saltings – areas of marsh with wild, salt tolerant plants, that covers at high tides
Cant – the small cliff edge of the saltings
Rill – shallow channel that fingers a way into an area of saltings or over sloping mud
Swatchway – narrow channel between two sand banks
Sounding cane/pole – 8ft bamboo bean stick used for measuring depths
Quant pole – long wooden Norfolk Broads-style pole used for poling along in the shallows

touched bottom and settled level with just the right amount of fore and aft slope to allow sleep without a pillow.

As the tide trickled away, curlews moved in en masse across the mudflats and began working the tidelines for supper. For mine, I placed an unopened can of Fray Bentos steak and kidney pudding in the kettle, half-filled with water, and boiled it for three six minutes bursts, leaving 10 minutes between each. I have to use the pliers to get the can out again as it is scalding hot, but the pudding is deliciously cooked, especially with the added wafts of salt, mud and seaweed in the surrounding air.

Soon after the canopy of darkness fell over us and as I slid down into the sleeping bag for a sound night's sleep, only the haunting call of the curlew could be heard echoing around the Stour under a twinkle of east coast stars.



ABOUT THE AUTHOR

Tony Smith is author of *Ready about on the River Blackwater* and also writes the popular Creeksailor blog: creeksailor.blogspot.co.uk

On test





SEE ME
AT G124-
132

Hanseatic muscle



The new 50-footer from German boatbuilder Hanse got a warm welcome at the Southampton Boat Show. **Duncan Kent** took her for a sail

Although the Judel/Vrolijk design team created her as a fast cruiser, at 14 tons dry the Hanse 505 is no lightweight flyer. Instead she relies on her powerful rig, long waterline and hydrodynamic hull lines to ensure fast passage times and an exciting sail.

Her deep T-keel keeps the ballast where it's needed and gives her a decent righting moment. She also has a high-aspect, balanced spade rudder that extends almost to the keel foot.

Sporting a low-profile coachroof, she has decks that are almost completely clear of obstructions, allowing you to wander about barefoot without the risk of stubbing a toe and avoiding any possible line snags. There are also several dedicated sun-lounging areas and a grand total of 19 flush hatches and portlights.

Her hull is still laid up by hand to ensure complete evenness of the moulding and a balsa core above the waterline helps keep weight down and improves insulation. Bulkheads are bonded to the hull sides and deck for increased stiffness and, common

with the entire Hanse range, waterproof epoxy-based vinylester resins are used throughout.

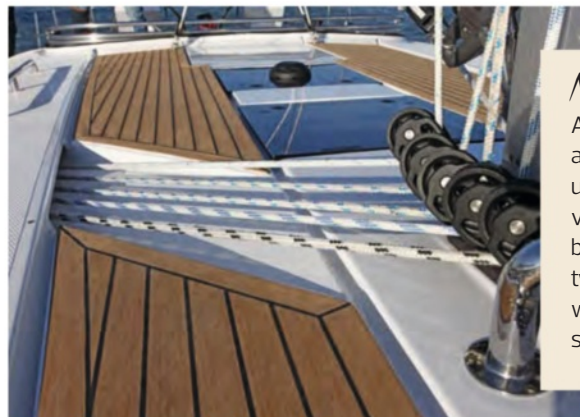
An important part of the design brief was to make it possible to sail this oceangoing cruiser single-handed if necessary, so all the sail control lines drop abruptly from the mast-step turning blocks into channels beneath the deck, re-emerging just ahead of substantial Lewmar 55AST primary winches (electric on our boat) on the cockpit coaming, just forward of the two helming positions.

Although this does indeed allow the helmsman to trim both sails without

leaving the wheel, there's an some inevitable jiggerypokery with the rope clutches under certain circumstances – if the double-ended mainsheet is on the portside winch and you want to tighten the kicker, for instance.

Our test boat had electric primaries and in-mast furling, which simplified things when it came to reefing her down, but initially we had trouble unfurling the vertically-battened sail due to it jamming up in the mast slot.

A second pair of 55AST winches is provided for the optional downwind sails, a couple of feet further forward on the coamings. Sadly, these cannot



Neat and tidy
All the sail control lines are led aft via channels under the deck, exiting via clutches right by the helm, where two sizeable electric winches can be used to set and trim both sails

PHOTOS: JOE MCCARTHY



Power surge

Close-hauled she powers her way through the chop losing very little momentum

be used as a backup for the primaries as there's no way of leading the lines from the clutches without turning blocks. Equally annoying is having a furling line jammer on deck, some 3m away from the helm.

Otherwise, the straightforward cockpit layout works well and the table base is sturdy enough to use as a footrest or grab rail under way – whether or not you select the model with integral fridge! There are two relatively shallow seat lockers, plus a large lazarette and liferaft locker aft. Most of the deck gear, however, can be stowed in the cavernous sail locker forward, where a ladder gives easy access to the bottom.

As ubiquitous as twin helms on a modern yacht is a hinge-down transom platform. This one has neat, fold-down helm seats when upright, although in this position the platform blocks access to the port lazarette. To starboard is stowage for a liferaft, but it also has an access hatch to the lazarette at the bottom and no support chocks, so it's really only suitable for a portable valise.

The standard sail wardrobe includes a fully-battened mainsail and self-tacking jib. Options include in-mast furling for an additional £2,840, whilst another £1,600 gets you a lazyjack system with zipbable sail bag. You can also upgrade the standard Dacron cruising sails to

Elvstrøm's high-performance fast cruising laminate (FCL) versions for a further £7,393.

Under sail

It was a fairly typical November day when we sailed the H505 – a strong nor'easterly with frequent gusts of cold, heavy air keeping us on our toes. Once we'd managed to free the mainsail we set off under full sail into the Solent, where the true wind clear of the land rose to the top end of a Force 5.

Under full canvas she was pushed hard, but took it in her stride and powered on through the light chop. Speeds were impressive for a cruising yacht, with the log showing 9.4kn on a close reach, increasing to 10.2kn with an apparent 27kn across her beam. In gusts close to 25kn true she heeled to her rail, but kept driving forward – only threatening to round up when we didn't get to the mainsheet in time. Thanks to her very deep rudder it takes a lot to shift her off her course.

Because of the gusts we rolled away a few feet of mainsail. While this brought her onto a more even keel, it did nothing for sail shape, despite applying plenty of kicker and backstay

Easy sail handling?

In theory bringing every control line back to the primary winches by the wheel means she can be sail single-handedly. However, it often results in a lot of line juggling



Mainsheet moan

1

Relying on a two-part German mainsheet with fixed blocks means it's not possible to let it down the track and keep the sail flat without seriously cranking down the vang



High aspect rudder

2

Her very deep, high-aspect, balanced spade rudder does a fantastic job of keeping her on course even in the heaviest gusts. Despite this, the Jefa steering system continuously returns a good response and remains light and positive

surprisingly stiff for a modern yacht. The wizards at JV have also managed to impart a superb motion into this powerful hull, so that she has the feel of a much larger yacht. Rarely did the decks even get wet.

Her Jefa steering was slightly heavy in the strongest gusts, but very precise and gave good feedback to the helmsman. Off the wind, things calmed down a bit and we merrily tore off towards Lymington at 9 knots plus, with the wind on our quarter. Her deep appendages ensure she stays on track, but too far downwind and the main shelters the jib. Beyond 155° you're going to want to hoist a cruising chute or gennaker or you'll be forced to gybe back and forth across your course.

Power up

Akin to almost every production boatbuilder, much of the instrumentation and deck equipment comes in upgrade packs, which can add considerably to the final price. Be realistic and don't be fooled by the "sailaway" price bandied around at boat shows. Often you're better off buying a slightly smaller, but more lavishly equipped yacht rather than going for the largest possible.

First, you're bound to want instruments and an autopilot, so the £10k navigation pack is a must – plus extra, of course, should you want radar and/or AIS. I also couldn't imagine going bluewater cruising without a beefed-up battery bank, anchor windlass and cockpit shower – so that's the £5,890 cruising pack you'll want as well.

The good news is that she comes with a good number of goodies that are usually found on the options list, including a powerful 72hp Volvo diesel, so no engine upgrade is required. She happily motor-cruises at 8 knots at an economical 1,800rpm and will make over 9

No chines?

While many of the wide-sterned cruising yachts are reverting to the traditional hard chine design to increase resistance to heel, Hanse's design team appears to have perfected the round bilge

'We pushed her pretty hard, expecting her to shake us off and round up, but she remained doggedly on course'

tension. A mainsheet track might have helped somewhat and a fully-battened main would have enabled us to flatten it out hard and leave her much more able to stand up to the strong gusts.

Saying that, in the conditions she performed admirably and was



Nav station

A proper chart table with bags of space for instruments and good stowage for pilot books and charts

1



Plenty to hold onto

Going below under way, I appreciated the shallow companionway steps and noticed there was always a good 'grab spot' within reach as I worked my way forward

2

Choice interior

Hanse probably offers more interior options than any other production yacht builder. Its catalogue contains more than 30 upholstery options and four different wood types for bulkheads, floors and cabinets



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

knots at 2,500rpm. Twin fuel tanks give her a decent cruising range, too. I might be tempted to change the fixed prop for a folding one for ocean passages.

Accommodation

As usual for a modern bluewater cruiser of this size, a number of variations in the accommodation layout are offered as standard. There's a choice between a single owner's suite or two double cabins forward, but also an option to include a crew cabin, large heads/shower or utility room/workshop, just aft of the saloon.

A further option, only likely to be used in charter situations, is for a deck access only crew cabin to replace the generous sail locker in the forepeak. In all layouts there is a separate toilet and shower forward of the saloon and a head/shower behind the chart table.

Her saloon is spacious and, thanks to all the hatches and opening ports,

light and airy. There is seating for six around the half-folding saloon table and a banquette provides extra seating, stowage, a bottle locker and ice-bin, and a sturdy backrest for the cook under way.

The standard galley includes a sizeable front-opening, drawer-style fridge with options for freezer, microwave, coffee-maker and wine cooler. If you opt for the utility cabin, then choices include a larger fridge/freezer and a dishwasher or washing machine. It's all sensible bluewater equipment, although the latter would likely warrant the additional installation of a watermaker.

Her navigation station has a proper, forward-facing chart table with room for instruments alongside and good stowage. A comprehensive electrical breaker/switch panel with tank gauges and meters is supplied, as well as a touch-activated lighting panel for the interior LED lighting.

Going below under way, there was always a good 'grab spot' within reach. While she has a spacious interior there are few areas where you are groping for a decent handhold. ✦

DUNCAN'S VERDICT

Hanse's reputation for building good quality cruising yachts has improved considerably over the past decade. While they have always been well constructed using the latest materials, they haven't always been 'desirable'. By that I mean their looks haven't always had the 'row away factor' and their interiors have been somewhat rudimentary.

Now, the yard seems to have leapt ahead, building proper offshore yachts to a high spec. They not only look pretty stunning, but are also comfortable to the point of luxury. Intelligent deck design has made the 505 easy to handle with limited crew and her sailing performance is sparkling, without detriment to overall sea-kindliness and safety.

I could see myself confidently sailing around the world in one of these, without the need to spend a fortune on extras.

SAILING ABILITY: ★★★★★

COMFORT: ★★★★★

BLUEWATER: ★★★★★

SPECIFICATION

PRICE FROM £278,880 (INCL CRUISING PACK)

LOA: 50ft 6in (15.4m)

LWL: 48ft 9in (14.9m)

Beam: 15ft 7in (4.8m)

Draught: 6ft 9in (2.4m)

Displacement: 14,000kg (30,900lb)

Ballast: 4,000kg (8,830lb)

Sail Area: 1,275sqft (129m²)

Fuel: 280lt (60gal) in 2 tanks

Water: 650lt (143gal) in 2 tanks

Berths: 6/8/10

Engine: Volvo D2-75 diesel (53kW/72hp)

Transmission: Saildrive/3-blade fixed prop

Designer: Judel & Vrolijk

Builder: www.hanse-yachts.com

UK agent: Inspiration Marine, 023 8045 7008
www.inspirationmarine.co.uk

PERFORMANCE

AVS: 112.5°

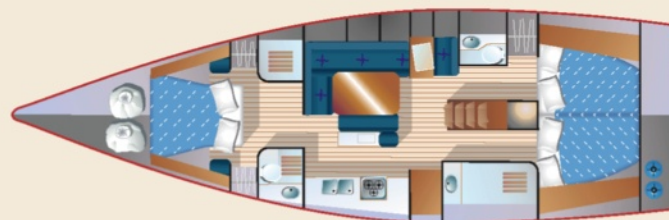
Ballast ratio: 28.5%

Displ/LWL ratio: 159

Sail area/Displ ratio: 21.0



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



IF THE HANSE 505'S NOT RIGHT FOR YOU...



DUFOUR 500

FROM £235,000

The latest offshore cruising yacht from the French builder is coming soon to the UK. The Dufour 500 has acres of space for long-term family cruising. But the deck gear has been designed such that a couple can handle her under sail, with all control lines led aft including the 'German' one-piece mainsheet system.

UK dealer: www.marcomarine.co.uk



BENETEAU OCEANIS 48

FROM £283,539

The largest of the latest range of Berret Racoupeau-designed Oceani, the new 48 shares the twin helms, cockpit arch-mounted mainsheet, electric transom platform and a contemporary hull chine for heel control and stability to windward. Below, the 48 is spacious and light, and offers numerous cabin options.

UK dealer: www.beneteau.com



BAVARIA 51 CRUISER

FROM £ 225,285

Bavaria's new Cruiser 50 is the latest Farr-designed model with sleek coachroof, 17 recessed hatches and opening ports for extra light and air. As well as twin wheels, her wide stern has twin rudders to grip the water when heeled. Below, 11 upholstery styles are offered and she is available with 3/4/5 cabins.

UK dealer: www.clippermarine.co.uk



The 325 was the middle boat in Parker's succession of 10m-long lifting wing-keelers

Wing things

The range of Parker yachts that developed out of Tony Castro's lifting wing-keeled Parker 31 still tick a lot of boxes. **Jake Frith** investigates

Whether it's the active owners' association or the clever detailing and excellent build quality, Parker's lift-keel yachts hold their value on the used market better than many alternatives.

Bill Parker was for many years a successful builder of racing dinghies such as the 505, with a yard in Kirton, Lincolnshire. He met John Baker, the British builder of the Lark dinghy, on a trade mission to the US in 1969, and the two men stayed in touch. When Baker decided to concentrate on building his larger Seal range of lift-keelers in 1980, he spoke to Parker, who bought the rights to the Lark.

Just a year later though, Baker decided to retire fully and sold the

THE SPEC (PARKER 325)

LOA: 33ft 6in (10.2m)

LWL: 28ft 8in (8.7m)

Beam: 10ft 6in (3.2m)

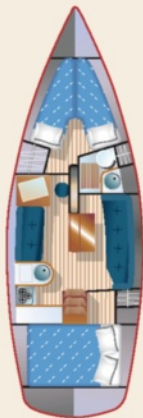
Draught up/down:
2ft 1in (64cm) – 6ft 2in (1.9m)

Displacement: 3,538kg (7,800lb)

Windward sail area 550sqft (51.1m²)

Ballast: 1,202kg (2,650lb)

Built: 1994–2000



LEAD PHOTO: RICK BUETTNER

remaining rights and moulds to Parker. As well as the flagship cruiser-racer, the Super Seal 26, these assets included an interesting new lift-keel racer-cruiser called the Passage Maker 30, which Baker had commissioned Tony Castro to design.

Start of a passagemaker

He had intended the boat to challenge for races such as the Three Peaks, where shallow draught has to be combined with performance. In 1983 the Passage Maker *Whisperer* proved her mettle in a deep-water race too, with a class win in the AZAB Race.

Bill Parker did not get round to the Passage Maker for some years, concentrating instead on building and developing the Super Seal and Parker 21. He understood that successful boatbuilding started with the owners, attending many Parker Seal Sailing Association meetings and making the tweaks that the membership was pushing for. He even continued to honour John Baker's original Seal name and sail insignia for some of his early boats.

In 1987, Parker and Tony Castro developed the Passage Maker into a production cruiser – the Parker 31. The boat's trademark, kept on through its development into the 325 and 335, was the lifting wing keel. The ton of lead ballast is provided solely in the wing, which on the 31 lowers to create a substantial draught of 6ft (1.8m). When fully raised the wing butts up snugly to two hydrodynamically-shaped stubs on the hull to enable safe and steady drying out.

Where the 31 scored above the previous Parker and Baker Seal

The designer

Tony Castro



“Wing keels were very much back in demand following the Australian America's Cup win in 1983. *Australia II's* wing keel was the centre of much intrigue, controversy and press coverage, so this technology was rapidly elevated to 'secret weapon' status.

As well as the Parker 31, I also designed the wing-keeled MG Spring and Sadler Barracuda at around the same time. It is a common misconception that all a wing keel does is combat leeway when the boat is heeled. While this is true, the really interesting process at work is that the keel's centre of lateral resistance moves aft as the boat heels. This reduces the usual weather helm problems, so a well-designed wing keel boat

will be sweeter balanced and faster, especially in a blow.

Wing keels are every bit as valid today as they were back in the 80s. I recall that some potential buyers had the fear that on grounding you can't heel the boat to get her off, but this issue was of course elegantly negated by the Parkers' lifting wing keels."

Tony still designs boats out of his Hamble office. Most are now in the superyacht sector, but many still feature wing keels.

‘it was very well received, being awarded Yacht of the Year in 1995’

yachts in the luxury stakes was that the adjustment of the keel was a case of simply pushing a button on the helm pedestal.

Stretching the range

In 1993 Bill Parker launched the 325 as his new flagship boat, a pumped and stretched version of the 31, 6in (15cm) wider and 1ft (30cm) longer than the outgoing boat. This also allowed interior enhancements and it was very well received, being awarded Yacht of the Year in 1995.

Parker later facelifted the 325 to create the 335 with further interior enhancements, although there was no change of the hull this time; the 335 moniker simply more accurately reflecting the boat's length.

Our first sight of *Lucky Devil*, Mike Lockwood's 1997 Parker 325, exuded the right boat for the right location. *Lucky Devil* lives on the upper Beaulieu River, a couple of hundred yards downstream of the postcard village of Bucklers Hard. Mike needs a boat that can get him over the bar at the river mouth at any state of tide, but once out into the western Solent, sailing performance becomes his main consideration. A fixed fin keel 30-footer would dry out on Mike's mooring at low water springs.

Below left: Centre stage in the saloon is this beautifully veneered table

Below right: Clever Parker touches abound, such as this bright main hatch skylight





She suffered a little from the drag of her wing keel in very light wind conditions

With keel fully down, in just four knots of breeze, we quickly saw one of the compromises of a high-aspect winged keel; until she's got two or three knots of boatspeed, leeway is akin to that of a Colvic Watson towing a sheep. She needs heel in these very light airs, so crew weight to leeward dramatically improves things.

Chatting to Tony Castro, it's clear that this is a characteristic of wing keels. Until you are using the wing, for which she needs heel, it is simply extra drag. Once the boat heels, even slightly, the keel's angle of attack means the wing begins to bite properly. The beauty of this in very strong winds is that the further the boat heels and the more leeway it tries to generate, the more resistance to this leeway the wing generates. Once we had a five or six knot

zephyr over her decks further downriver, and a bit of crew weight got us 5° or 10° of heel on, she suddenly and impressively locked into her groove, seemingly with all leeway switched off.

Bill Parker swore by cord-carpeted fore and aft cabins, but I suspect many subsequent owners of his boats have come to swear at him for them. Carpet is fine if it can be kept bone dry, but a few months on a swinging mooring is usually enough to let the black mould and dreaded droop take hold.

The interior of *Lucky Devil* is nevertheless holding up well, with the focal point of the saloon – the exquisitely veneered table – still catching the eye. There are a pair of useful seagoing berths with lee cloths in the saloon, and the athwartships aft double is surprisingly large. ✦

OWNERS ASSOC.

The Parker and Seal Sailing Association is an active group, providing the usual technical back up and cruises in company, including an unofficial Round the Island Race. The association maintained close ties with John Baker on the Seals, then Bill and Bruce Parker on the later boats. parkerseal.org.uk

The owner

Mike Lockwood, Parker 325 *Lucky Devil*

Mike Lockwood bought *Lucky Devil* in 2005 following his retirement after 30 years as a GP in Andover. While he had started sailing in childhood and kept it up through teenage holidays, *Lucky Devil* was his first yacht: "We knew from the start that creek crawling was our thing and we wanted a decent sized lift-keeler that would be comfortable for long stays aboard. That cut the available options right down straight away. We were put off the Feeling range following a chat with a marine surveyor. We also looked at a first generation Southerly, but only the Parker promised the performance we were after."



The surveyor

Nick Vass
Omega Yacht Services

I have found that the aluminium rudder stock has badly corroded on several 31s I have surveyed. The bottom of the stocks were antifouled as they are partially submerged. Galvanic action brought on by the use of copper-rich antifouling paint would be the culprit. I have also found that the rudder blades were covered in blisters, so I would recommend that the transom-hung rudders are removed for winter storage.

The lifting keels suffer far fewer problems than swinging keels. The system is a lot simpler and much less likely to jam. However, issues with the hydro-electric lifting pennant system can occur on poorly-maintained boats.

The cored deck moulding can suffer from water ingress causing cracking and bulging.

► omega-yachtservices.co.uk

The broker

Ross Farncombe, Sunbird Yachts

On the market at present are two 31s priced at £37,000 and £44,000, and that is about it – unless you are prepared to travel to Greece for a 1989 boat at £33,000. Last year, one 1995 325 was marketed at £58,000 and sold very quickly for £52,500, indicating that good examples won't hang around for very long.

The Parker and Seal Sailing Association has an excellent website and I would certainly begin any search on the for sale/wanted section there.

I would also consider contacting the owners' association if you do find one on the market to see if they have knowledge of any previous history of the boat.

► sunbirdyachts.eu

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SPOTLIGHTS

DUNCAN KENT PUTS SOME WELL KNOWN BATTERY-POWERED SPOTLIGHTS TO THE TEST TO SEE WHICH PERFORM THE BEST

Even if you don't plan to sail at night, a powerful torch or spotlight is a vital piece of onboard safety equipment that no boat should be without.

A few decades ago, Halogen-filled tungsten-filament bulbs were all the rage for high-power lights and little else was found to be better until Krypton and Xenon bulbs took over in the last five years or so.

Now the move is inexorably towards solid-state LEDs, which, though they have been around for many years, have recently improved no end with the introduction of very high-power devices such as the renowned Cree LED.

The main advantages of the LED over a filament bulb is that it can last almost a hundred times longer, is virtually shockproof, consumes

around a tenth of the energy and generally runs cooler than an incandescent bulb such as Halogen or Xenon.

Colour matters

In order to produce white light, LEDs that emit a narrow spectrum of near-ultraviolet blue light are used. An upper layer of phosphors on the LED absorb the blue light and re-emit white light – in a similar way to fluorescent light tubes produce white light.

Due to the fact that LEDs produce almost no infrared illumination at all, LED torches cannot be used in conjunction with night vision binoculars or image intensifiers.

Some form of power regulation circuitry is also required when using LEDs, however, as voltage stability is important to their performance and this duly increases the build costs.

We tested the lights by spotting marks and moored yachts within a very dark Chichester Harbour

Light output

Lumens or candlepower?

In the past, the majority of spotlight manufacturers have measured the illumination strength of their products in terms of candlepower units, or candela (Cd). This is fine when comparing like with like, but it can be somewhat misleading when compared with the more modern term, the lumen.

That's because candlepower is calculated by focusing the beam down a narrow cone and measuring the luminosity of the very bright spot at the end, where all the light is concentrated. In reality, this is unlikely to be desirable as users will want a reasonable 'circle' of light in which to see the target.

So, if you expand out that circle to a more practical scale – 5m diameter over a 100m range, say – then the figure measured anywhere within that circle would be very different to that found in the concentrated spot of just 5cm diameter.

A better measure of actual luminosity is the lumen, which refers more accurately to the total light output by the device. The end result then depends on the beam focus – narrow for spotting, wider for search or very wide for flood.

We compared...



B&Q Halogen

£20

This spotlight has an identical case, battery and charger to the AP220R, but is supplied fitted with a 10W G4 push-in halogen bulb instead of an LED and is fractionally lighter.

► **Verdict: 4/10**

Not a patch on the LED model, but nevertheless a reasonable value long-distance torch.

► www.diy.com

LEAD PHOTO: STEWART WHEELER



B&Q Dial

£16

A more traditional handheld spotlight with a 6V sealed lead-acid battery and a quartz halogen bulb. The unit is made from hard plastic and has an adjustable base and handle.

It comes with both AC and DC charge leads (although the latter is only for emergencies and for less than two hours) and a simple carry strap.

B&Q also supplies a smaller 1m Cd version and a big 3.5m

Cd unit, but the latter is very bulky and heavy.

► **Verdict: 5/10**

A little bulky. The beam is fairly wide and diffused, which makes it easy to search a wide area of water, but doesn't make it easy to spot a small object at a long distance. It also doesn't last that long on a charge.

► www.diy.com



£ TOP FOR VALUE

Pro Series 220R

£37

This tough plastic, water-resistant LED spotlight is quite compact with a comfy handle and a carrying strap. It also has an adjustable base with rubberised feet.

Only a 220V charger is supplied, but a universal 12V-6V DC converter can be bought online for under £10. The battery is a commonly-found 6V sealed lead-acid cell.

An almost identical non-rechargeable model is available – the AP220 (£20).

► **Verdict: 6/10**

Boasting a dual-beam output it produces a clear flood area together with a very powerful and very white spot beam. The latter is quite narrow, though.

► www.axminster.co.uk



Coast HP314

£175

This is another heavy-duty aluminium spotlight/torch, but this time powered by four D-type dry cells rather than rechargeable batteries. Also comes with a shoulder strap.

Although it has the looks of a torch (albeit 44cm long), its instant spot-to-flood adjustment and magnified glass lens means it serves both purposes at the flick of a wrist. Being long and thin it is also relatively easy to stow or clip to a bulkhead ready for instant use.

The HP314 has a quick-cycle switch allowing you to change between Hi/Lo/Strobe modes easily and logically, without the need to remember a complex sequence of button pushes.

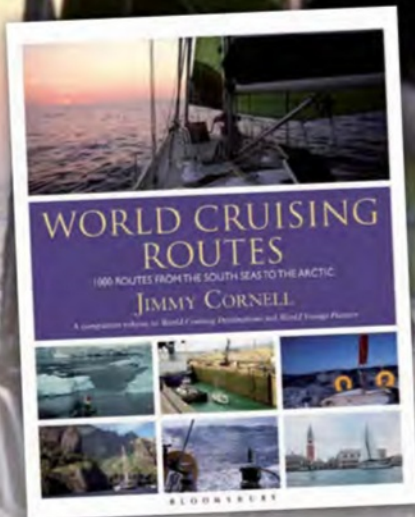
► **Verdict: 9/10**

Produces a very bright light and is quick and easy to switch from flood to spot. In spot mode it produces a very focussed, narrow beam that remains bright even at maximum range.

► bbb-leisureproducts.co.uk

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THE SAILMAKERS



Clulite Club-1

£62.40

A pistol-grip style spotlight that is easy in the hand and has a tough casing. The lens protector is rubberised, enabling it to be stood on end, and it comes with a short lanyard on the handle.

You can choose between full beam, low and flashing, before pressing the trigger via a simple three-way switch on the side. The NiMH rechargeable battery pack is held in a sealed compartment at the back, so is

easy to replace quickly or to keep a fully-charged spare in reserve (£21.60). Charges on 12V DC or 220V mains.

► **Verdict: 7/10**

An excellent spotter that emits a very strong white light in a fairly narrow beam. Inexpensive, considering its performance and its charge duration is good.

► www.cluson.co.uk



Exposure Pro3

£200

This is the top-of-the-range alloy-cased spotlight from Exposure Marine. Totally waterproof, floating, drop-proof and lightweight, it is also hugely powerful – oh, and pricey!

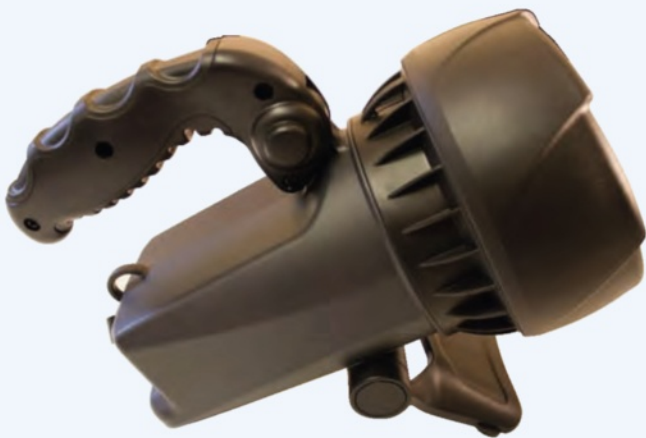
This wee monster has a very strong white beam thanks to its three Cree LEDs, plus the ability to work on low, strobe and SOS modes. Its one button lights up to act as an indicator and battery gauge, while modes are selected using a different number of presses.

The mains charger connects magnetically to two gold-plated studs. USB and 12V chargers are also available. Supplied with a case, belt pouch and lanyard.

► **Verdict: 4/10**

Trendy and popular with ocean racers, the Pro 3 didn't do it for us. It's very light and very bright, but its beam can't be focussed. Great for lighting the foredeck or sails, but not a spotter.

► www.oceansafety.com



Kingslite

£20

A pretty basic plastic spotlight from chandler Force 4, with rechargeable battery pack (not sealed lead-acid as stated on the packaging) and high-power (not Cree) LED.

It has an adjustable handle and base, but no rubber feet. It comes with both AC and DC (cigar lead) chargers and a

charge LED indicator within the screw-down socket cap.

► **Verdict: 5/10**

Rather more flood than spot as the beam widens very quickly from 50m onwards. The LED is a little yellowy too.

► www.force4.co.uk



Nightsearcher SL850

£64

Quite a beefy LED spotlight made from hard plastic with an adjustable handle and base. It features a traditional SLA battery and comes with both AC and DC chargers, which plug into a sealed socket on the side, beside which is a small charge indicator.

In addition to its very powerful white spotlight, it has low/high beam and flashing functions,

together with a flashing amber light at the rear for road use.

► **Verdict: 8/10**

A great spotlight, both on low and high power. It has a large flood beam for local work and a wide spot beam, giving the best of both worlds. Stays bright to its maximum range.

► www.uk.rs-online.com



Nitecore MH40

£100

Milled out of aircraft-grade aluminium and therefore pretty tough! This is Nitecore's flagship and, despite still being torch sized, really packs a punch.

It can take two Li-ion cells (supplied), or four CR123 cells – rechargeable or not. Duration drops by 20 per cent using rechargeables, however.

It has a sealed jack socket for the charger. And the unit has a simple on/off button at

the end to operate the various different modes – Turbo, Hi, Mid, Lo, strobe and SOS.

► **Verdict: 9/10**

Very, very bright on the Li-ion cells with a flood and spot beam. The mode selection can be tricky to remember, so I would suggest leaving it in turbo mode in case of emergency.

► www.nitecore.com



Unilite Blazer

£17

A fairly basic-looking all-purpose lantern with a Krypton filament bulb that can be powered by either a 6V dry-cell battery or a rechargeable battery pack. The unit floats, beam upright, and is bright yellow for easy spotting.

► **Verdict: 3/10**

Basic boat torch that is fine for everyday use but couldn't be classed as a spot/searchlight. Handy to have something on board with a replaceable battery.

► www.force4.co.uk

TEST SUMMARY – SPOTLIGHT COMPARISON



Tungsten-filament spotlights (typical bulb shown left) with sealed lead acid batteries mostly represent good value for around £20. Many of them are barely water-resistant, though, and consume power rapidly. There are numerous 'high-power' LED models, but in our experience the only type worth having are those with Cree LEDs (below left), which are brighter and whiter. More lumens means more light, but projection makes a big difference too. For instance, the Exposure Pro3 puts out 700 Lm, but is not focussed into a spot beam.

It's handy to have a rechargeable model and even better if the batteries can be quickly changed or replaced with dry cells during an extended emergency. Rubberised cases, bands or feet are also helpful as they protect against shocks and also stop the light sliding around when they're placed on a cockpit seat or the deck.

ST TIP

If you buy a spotlight for emergencies only, get one with a 12V charger that can be permanently powered from the boat's DC system. Then attach it with quick-release clips to the bulkhead, just inside the companionway.

MAKE	MODEL	WEIGHT	BULB	BATTERY*	CHARGER	POWER	AS LISTED/AS TESTED		CHARGE	WRTY
							RANGE**	DURATION		
ACTIVE PRODUCTS	AP220R	1.2kg	LED	SLA	AC	220 Lm	300m/250m	5h/13½h	15h	3yrs
B & Q	Halogen	1.1kg	Halogen	SLA	AC	200 Lm	250m/170m	3h/2h	6h	1yr
B & Q	Diall	1.3kg	Halogen	SLA	AC/DC	2m Cd	ns/270m	45min/1h	20h	1yr
COAST	HP314	1.4kg	LED	D-cells	n/a	1132 Lm	680m/460m	4¼h/14h	n/a	5yrs
CLULITE	Club-1	0.6kg	Cree LED	Ni-MH	AC/DC	200 Lm	250m/240m	3h/14½h	8h	1yr
EXPOSURE	Pro 3	0.1kg	LED	Li-ion	AC/DC	680 Lm	190m/80m	1h/1¼h	5h	Life
KINGSLITE	Rechargeable	0.7kg	LED	Ni-Cad	AC/DC	140 Lm	ns/120m	18h/12h	15h	1yr
NIGHTCORE	MH40	0.4kg	Cree LED	Li-ion	AC	900 Lm	490m/330m	1¼h/1¼h	4h	1.5yrs
NIGHTSEARCHER	SL850	1.3kg	Cree LED	SLA	AC/DC	850 Lm	500m/420m	4h/14h	24h	1yr
UNILITE	Blazer	0.7kg	Krypton	Dry cell	n/a	75 Lm	ns/90m	ns/4¼h	n/a	1yr

*SLA: Sealed Lead Acid **Range: The maximum distance at which it was possible for us to make out the shape of a beacon top-mark



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Sailing



TEST TANK

JAKE FRITH, DUNCAN KENT AND SAM FORTESCUE
PUT THE LATEST GEAR THROUGH ITS PACES

Hudson Wight HW1 sailing waterproofs £300

Hudson Wight is a new name in marine clothing. Its business model is a little different from the established brands with their large marketing budgets and pro sailor sponsorships. HW has instead invested to make the best waterproofs it can at the best price to its customers. The products are only sold online, so there are no chandlers' overheads.

It all sounds persuasive, but in the back of my mind was the fact that the established brands spend millions on R&D and HW almost certainly does not.

The HW1 is made from a triple-layer, laminated, breathable fabric, not a double layer laminate like some budget ranges from the big names. In fact, these compare well with the coastal, offshore or even some ocean-branded ranges of the big name manufacturers. Detailing looks good, too, with fully taped, breathable seams everywhere including behind the logos.

I've worn these waterproofs for five or six boat tests in a variety of weather conditions, including the heavy weather



sailing shoot for this issue (pp66-70). They have not leaked, which frankly is the minimum for waterproofs.

I've discovered some nice touches too, such as the chest pockets, which are designed to be accessed with the opposite hand, making them easier to get at through the lifejacket webbing. The inner wrist cuffs are foam neoprene and feel more durable than the usual fabric-backed neoprene ones. They have all the expected safety and comfort features, such as reflective patches,



Above: These are modern, fully featured offshore waterproofs
Above left: Cuffs were of durable nylon-lined neoprene

day-glo hood and handwarmer pockets. The only real downside to the jacket that I could identify was that the fleece inner linings of the handwarmer pockets do not Velcro in and out for quicker drying.

The salopettes were of a sensible design too, forgoing an elastic waist for the increased longevity of webbing adjusters. As well as making them feel more cosy, they claim the adjustability here provides a unisex fit. The Velcro leg cuffs could be sealed well over boots.

There are various bundle deals available; at the time of writing we were offered the jacket and salopettes, plus free kit bag, sailing cap and gloves all for £300. 'RRP' for these items is supposedly hundreds of pounds more, but the HW model seems to consist of almost permanent, sometimes baffling, discounting of one sort or another. It also offers bulk deals for sailing clubs.

We were impressed with these oilies regardless of their price. They stand up well against some of the more expensive brands out there. JF

VERDICT: ★★★★★
www.hudsonwight.com

Super rope cinch

£8

This is a concentric locking plastic device designed to stop people "getting into a twist over knots". I initially wondered if the device might be of some use to allow young children aboard to help moor the boat.

Below left: Twist and the rope loop locks in the twin oval orifices

Below: But apply just 65kgs and it's all over

It provides a locked loop that will support up to 10 per cent of a rope's safe working load. A bowline, by way of comparison, provides a locked loop supporting over 60 per cent of a rope's tensile strength. The loop we made with this device using new 10mm line slipped at 65kg. As SWL can be as little as a sixth of break load, 10 per cent of this is not much. If you cannot tie a bowline - learning takes two minutes and costs nothing. JF

VERDICT: ★★★★★
www.SuperRopeCinch.co.uk

SEE OUR VIDEO AT
SAILINGTODAY.CO.UK



M1 personal transporter

£3,300



London's Spymaster is selling this motorised transporter as a handy way to gad about marinas or head into the port to do some shopping.

Similar to the well-known Segway, the M1 is lighter and cheaper. The Chinese manufacturer claims to have honed the design and made it more accessible. Certainly, the unit weighs a manageable 18.5kg and costs about 40 per cent less than a Segway. It can work up a top speed of 9mph (15kmh)

Top: Available in a range of vibrant colours, the police will see you coming

with a range of 12 miles (20km), and a full recharge from flat takes up to four hours.

We tested the M1 on the cobbles around St Katharine Docks and found it enormous fun. Once you've mastered the urge to correct your balance yourself, and let the machine's gyro do it for you, it is just a question of daring yourself to go faster and turn tighter. But fun as it is (and you

can watch the video at www.sailingtoday.co.uk), there is a problem with the M1. At present it is not certified as road-legal in the UK, so you can't take to the tarmac, but it is too fast to be allowed on the pavement either. So it exists in a strange limbo for use on private land, where marina operators allow, or abroad. Or on the endless decks of your vast superyacht. *SF*

VERDICT: ★★★★★
www.spymaster.co.uk



Gill Helmsman gloves £40

These are a very well thought out ski type sailing glove. There is a lot to be said for this approach in cold weather sailing; have a warm set of chunky gloves, but just make them easy to tear on and off at a moment's notice.

Gill has achieved this with slippery nylon linings, which do not soak up moisture or stick to damp hands like a fleece lining would. The linings are secured at the finger ends so the gloves can't turn inside out when removed. They are waterproof to the impressive extent that I managed to drag my hands in the wake behind a moving boat for five minutes without a drop coming in.

There is one downside; I found them sweaty, although they do feature a breathable membrane. Most helmsmen do have occasional additional exertions, such as sheeting in the main, and then I found I got moist fingers, which soon became cold. *JF*

VERDICT: ★★★★★
www.gillmarine.com

Seajet 031 Samurai antifouling

£53.54/2.5lt

Last winter I applied the latest ablative (eroding) antifouling formulation from Seajet – 031 Samurai – to the hull of my Hamble based Nicholson 32, *Alibi*.

Unfortunately, she was placed on a drying, soft mud mooring for a few weeks prior to her deep-water mooring, with detrimental results.

She seemed fine through the early part of the season, but started to slow noticeably toward the end of August, although there was little sign of any

Below Left: Samurai was very impressive where we followed the instructions

Below: This dramatic controlled experiment was not quite what I had in mind

fouling along the visible waterline. On lifting her in early September, it immediately became very obvious what the problem was. The lower two-thirds of her hull were completely covered in barnacle fouling!

The results on the area of my hull closest to the waterline (traditionally the worst due to the heat and light from the sun) were impressive following a full season in this fouling-heavy area.

The dramatic fouling on the parts that had clearly been 'rubbed' free of antifouling shows how well the Samurai has worked. It also serves as a reminder to those planning to keep their boats on drying or semi-tidal soft mud moorings, even just for a few tides, that they must use hard antifouling. *DK*

VERDICT: ★★★★★
www.seajetpaint.com





B&G Zeus 2

The Zeus2 has been designed with cruising sailors in mind (as well as the company's usual higher-end racer). We particularly like the sound of SailSteer, which combines data on one screen such as heading and course over the ground, current layline, calculated tide, true wind angle, rudder angle and opposite tack layline to name but a few

- ▶ Contact: www.bandg.com
- ▶ £1,422

Seareq MOB-system

The MOBOS is designed so that a man overboard can be quickly located by those on the boat using GPS and radio waves. The receiver remains on the boat, while each member of the crew has a transmitter attached to them, set up to go off as a lifejacket self inflates. When set off, an alarm sounds on the receiver and it immediately begins to indicate direction and distance to the casualty.

- ▶ Contact: www.seareq.de
- ▶ Receiver c£1221 ; Beacon c£487



NEW GEAR

TOBY HEPPELL BROWSES THE BOATING MARKET FOR THE LATEST GOODIES

Crewsaver liferaft

Crewsaver have launched a new liferaft, aimed squarely at the cruising market. It is designed to be lightweight and take up minimal deck space. The liferaft builds on previous iterations with useful features such as a semi-rigid boarding ramp for ease of entry and large water pouches to increase stability in heavy seas

- ▶ Contact: www.crewsaver.co.uk
- ▶ Price: TBA Jan 2014



Scrubbis hull scraper

This mid-soft rubber brush is designed to save you getting wet or hauling your boat out when the hull needs a scrub. The long handle is slightly curved to allow the user to reach the underside of their boat and keel and is buoyant enough to exert 2kg of upwards pressure on the hull. We are intrigued, if not entirely convinced until we give it a try. Presumably, it will work best on light soiling

- ▶ Contact: www.scrubbis.se
- ▶ c£65

Dometic Origo One stove

Dometic has had an alcohol fed standalone oven/hob in its range for some time, but now the Origo has been updated with a retro feel. Alcohol appeals as a fuel because it's not explosive or pressurised, but time to cook food has been a problem in the past. Happily this new cooker will heat a pan of water in under 10 minutes and burn for more than four hours on a single fill-up. Also available in a two-burner option

- ▶ Contact: www.dometic.com
- ▶ From £212.50 – £343.72



Lewmar clutch redesign

On display at the recent METS trade show in Amsterdam was the newly designed Lewmar clutch. Much the same as any other clutch on the market at first glance, it is the inner workings that have been significantly changed. Instead of a single multi-toothed cam to stop the rope moving through the housing, Lewmar are now using several in-line metal hoops that tilt to hold the line in place, so reducing rope abrasion

- ▶ Contact: www.lewmar.com
- ▶ From £55



Sealskinz gloves and hat

These water- and windproof hats and gloves both have a micro-fleece lining to increase warmth while maintaining breathability. Plus you will definitely be spotted should you be unfortunate enough to go overboard on a cold, dark winter sail

- ▶ Contact: www.sealskinz.com
- ▶ £25 for hat; £32.50 for gloves

SEE ME AT A114



Wichard Softlink

Soft shackles have been around for a while now and there are a number of pre-made options on the market (see ST195 for a guide to making your own). To an extent it is difficult to understand quite where this new product from Wichard fits. Perhaps it can be viewed as a halfway house. All the weight saving of rope but with a metal connector.

- ▶ Contact: www.proboat.co.uk
- ▶ c£13.30

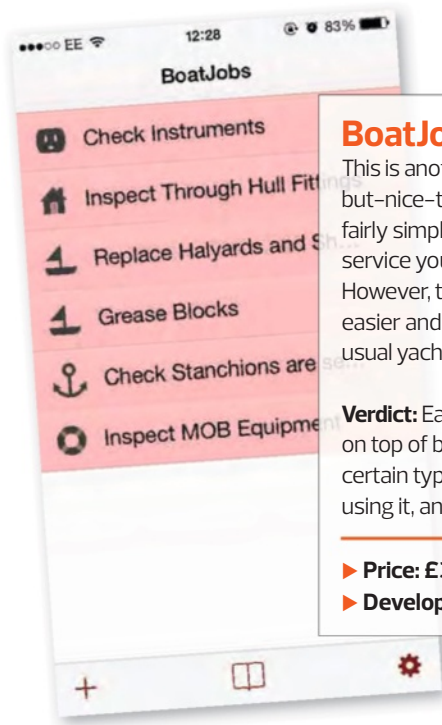


Wemar Nautipad

The Nautipad is a mobile navigation screen that takes NMEA data from a chunky black box below decks. Although it is being ambitiously touted as the first marine tablet, it is exciting, particularly due to its robust look (waterproof, dustproof etc.) and Kindle-like screen, which should make it almost immune to glare

- ▶ Contact: www.wemar.com
- ▶ c£413





BoatJobs app

This is another of those not-strictly-necessary-but-nice-to-have apps. Phones already make it fairly simple to set up occasional reminders to service your engine, check lines for chafe etc. However, the boat jobs app certainly makes it easier and comes with a built-in list of all the usual yachting jobs required. *TH*

Verdict: Easy to use and a handy way of staying on top of boat maintenance. But it would take a certain type of person to actually benefit from using it, and it's pretty pricey for what it is.

- ▶ Price: £3 ▶ Size: 1.7MB ▶ OS version: iOS7
- ▶ Developer: Cogmentis

TIME OUT

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

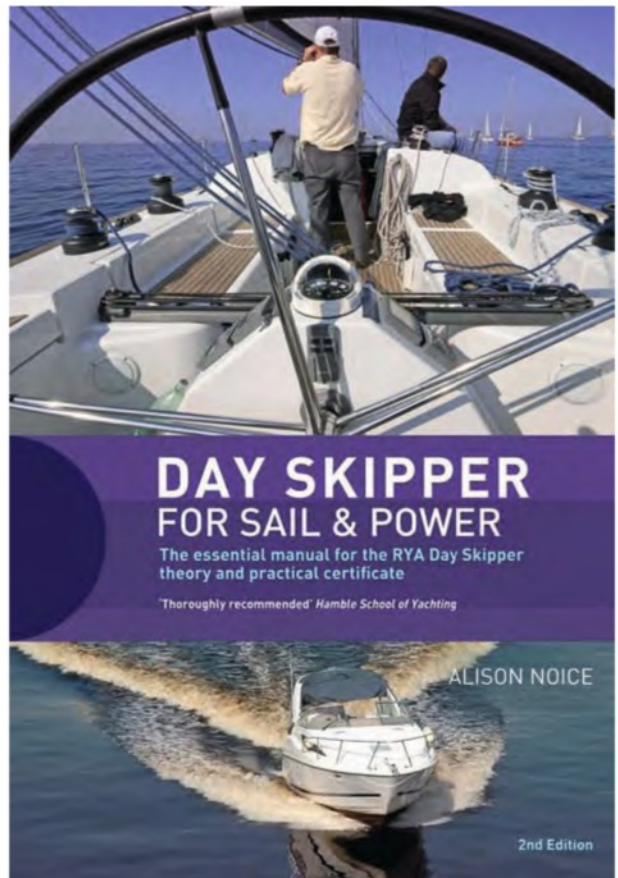
YACHTING: A VISUAL CELEBRATION OF SAILING PAST AND PRESENT

This is 192 pages of hardback, glossy yachting erotica. Originally published last year in French, it has been well translated and offers a series of themed chapters with headings such as 'savage beauty', 'iconic places' and 'Fastnet'.

Le Carrer, who edits *Bateaux* magazine in France, has done his homework with the text. But the editors' focus was clearly on the pictures, which are glorious and lavishly reproduced, often over two pages, although there are a couple of notable exceptions to this quality rule. Alongside the ultramodern foiling cats and carbon spars are snapshots of the J-Class titans of the golden age of yachting and a misty-eyed look at classic Chris Craft runabouts. There's also a look at the favourite tipples of sailors down the centuries, yachting "uniform" and even the sailing press!*SF*

Verdict: A worthy contender for a spot on the coffee table.

- ▶ Publisher: Adlard Coles Nautical
- ▶ Author: Olivier le Carrer
- ▶ Price: £30



Day Skipper

FOR SAIL AND POWER

People take on information in a number of different ways, so it stands to reason there should be a variety of different sailing help manuals out there to choose from. Add to this the vast array of subject areas associated with our sport, and it is no wonder the market is awash with such books.

This second edition of Alison Noice's popular manual is designed to take someone from relative novice and guide him or her through the syllabus and information required for an RYA Day Skipper exam. The main aim of this work is to clearly and precisely detail the basic, early information needed for a novice skipper.

It is, therefore, unfortunate that one of the first pages we flick to has a mistake – incorrectly labeling a picture of a schooner as a ketch and vice-versa. Looking closer there are more than an acceptable number of similar issues with photographs either misleading or downright incorrect, none of which helps the new sailor. *TH*

Our favourite bit: 'Statistics have shown that inflatable dinghies have the potential to be thoroughly dangerous...'

Verdict: A potentially solid book hugely let down by occasional inaccuracies, a particular annoyance in a guide aimed at informing the beginner.

- ▶ Publisher: Adlard Coles Nautical
- ▶ Author: Alison Noice
- ▶ Price: £20

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STRONG WIND TRIM



WHEN THE WIND PIPES UP ABOVE 20 KNOTS, AS **JAKE FRITH** DISCOVERS, THERE ARE PLENTY OF TRICKS TO KEEP THE SAILS DRIVING EFFICIENTLY

In the last issue, sail trim guru Rob Gibson talked through the tricks and techniques for keeping a boat moving in light airs. When we met up with Rob for this photoshoot, though, we had forecast gusts of over 30 knots to look forward to. While this may not sound much for a generously-ballasted long-keel cruiser, we were sailing *Addiction*, a Beneteau First 40.7 from 2003.

Modern, light-displacement cruiser-racers like this tend to need their first reef at about 12 knots, unless there are 10 heavy bodies on the windward rail. But that needn't mean short-handed crews should stay in port – it's often necessary and perfectly acceptable for a well-found seaboat with a well-drilled crew to put out into heavy weather.

Be prepared

The Boy Scout motto probably has more relevance to heavy weather sailing than it does to any other sphere of life. While heavy weather often hits at sea, which can limit your ability to prepare for it, there is usually some warning of its impending arrival. And on a long trip in autumn or winter, it may well be safer to head out in the tail-end of a depression to ensure the passage and landfall can be made before the next depression comes through.

Before you leave port, it's worth slab-reefing the mainsail. This is one job that is immeasurably easier tied to a marina pontoon than it is at sea. It's useful to have dedicated lines and clutches for each reef, rather than the

common small-boat racers' trick of using a single line reeved through the appropriate cringles when needed.

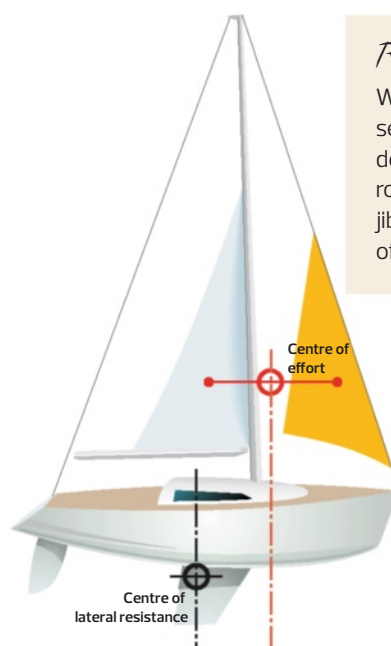
We put in both of *Addiction's* two mainsail reefs properly, then flaked the sail down on top of them. When the wind moderates after heavy weather, the sloppy sea state

'...we can't talk about strong winds without mentioning dedicated sails'

remains, so shaking reefs out of a mainsail can be a precarious business. As any moderation is usually gradual, it is much more likely that we would want to step down through the reefs, rather than jumping from reef two straight to full sail. So, *Addiction* was set up for staged de-reefing; after shaking out reef two, we would find ourselves sailing with reef one still in.

Just as important as preparing the sails is briefing the crew, as Rob described: "Ensuring everybody is well fed, dressed correctly and all passage plans are made before slipping lines is always important, but much more so in heavy weather. Nipping down below to put a jacket or hat on is much harder in rough conditions as more of the crew are needed on deck more of the time.

"Communicating on deck in strong winds is also more difficult, so



Reefed main

With the commonly seen strong-wind rig of deep-reefed main and rolled genoa or storm jib, the aggregate centre of effort is well forward



Trysail

The centre of effort moves closer to the centre of lateral resistance with trysail and storm jib rigged on an inner forestay



LUFF TO THE PUFFS

One of the big mistakes when sailing upwind and encountering a gust is to fight the rounding up effect by over steering downwind. This is a good way to induce a broach. When a gust hits, the boat does not accelerate, especially in heavy airs when it is already traveling at its hull speed. So the gust brings the apparent wind aft. In a very strong gust you can let the boat feather a little into the gust, even letting the mainsail backwind for a few seconds as the momentum of the boat carries it on.

it's important that everybody has a good idea from the start of the plans and structure of the passage. Things happen more quickly, so this pre-planning also helps limit the use of valuable time explaining why certain things are being done."

It is a given that all crew will be equipped with lifejackets for any kind of heavy-weather sailing. With a moderate sea state, harnesses are more questionable, however, Rob and I made sure we both had harness lifejackets and our harness lines ready to clip on if required. The boat was equipped with jackstays for any deck work.

Sail choices

For light winds, it's simply a case of working with the yacht's standard sailplan and maximising the power and efficiency of it. But we can't talk about strong winds without mentioning dedicated sails. While we covered storm jibs in their various guises in ST185, trysails are also becoming an increasingly useful part of the modern sail wardrobe, as Rob explained.

"The word 'trysail' is commonly prefaced by the word 'storm', but this is a little misleading in my view. For modern boats, a trysail is a massively under-rated strong-wind sail. Consider this Beneteau 40.7; I recently spent all week in her flying up and down the Solent in force sixes and sevens almost always with the trysail and the number four jib.

"Where the storm trysail of old was considered part of the storm-survival

Heavy airs rig

This Beneteau 40.7 was brisk and manageable in 30 knots under trysail and number four jib

ALL PHOTOS: GUY FOAN



Case study

Westerly Oceanlord 41

Boat name Maalesh

Location Inverclyde

Treatment Coppercoat™ anti-foul applied 1996

Photo October 2013 with owner

Verdict The original treatment has now lasted 17 years and Maalesh is scheduled to be treated with Coppercoat™ anti-foul for a second time in Spring 2014.



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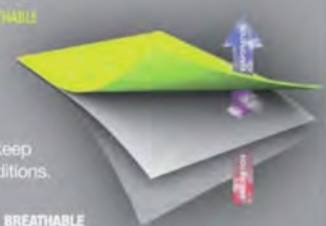
INSHORE OR OFFSHORE
RACING OR CRUISING
SUMMER OR WINTER

“ I would now without hesitation consider Hudson Wight as my first choice, indeed I feel strong enough about the significant increase in effectiveness that I find myself regularly evangelising about this new brand and its future in the sailing marketplace. **Norrie Forster**, Professional Skipper and RYA Yachtmaster Instructor, Scotland. ”


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WATERPROOF • DURABLE • BREATHABLE

HW1s are made with OceanVent® 3 layer laminated fabric with hydrophilic, waterproof, breathable technology to keep you comfortable in all conditions.



 **WATERPROOF**
20,000mm

 **BREATHABLE**
10,000g / sqm



Above: Moving the car aft opens the leech of the jib to spill wind at the top

Below: A properly reefed mainsail should still have shape and drive

kit of an ocean-cruising boat, with today's lighter displacement yachts it can be a much better-used part of the sail wardrobe."

I had never sailed with a trysail before, and I was very impressed. While the centre of effort of a reefed mainsail moves forward and down, the centre of effort of a trysail is in a similar place fore and aft to that of an unreefed main, only much lower to reduce heeling force. Plus, of course, the sail is much smaller. And, being boomless, it works more like a jib, being a very efficient generator of forward drive.

Gybing with a trysail is just as easy as tacking and far safer than gybing a boomed mainsail; the sail flaps gently from one tack to the other. Pointing performance is not great, with 70° off the true wind a usual ballpark figure, but this number is still attainable and well worth taking in very strong winds.

The ultimate heavy-weather sailplan is a trysail combined with a storm jib on an inner forestay. This brings the centre of effort even further back, as shown on the preceding page. Compare this with the common, rolled-up genoa on the forestay and deep-reefed main combination, which can make the boat difficult to steer and curtail any progress to windward.

Back in the real world, where 90 per cent of us sail with a single roller-reefing genoa and reefed mainsail, there is fortunately plenty we can do

to cope with strong winds without resorting to dedicated storm sails.

Let's twist again

Hang on a minute – I said last issue that twist is required in the main and genoa in very light winds. How can we possibly need it in very strong winds too?

Sail twist is equally important in strong winds, but for a completely different reason. The wind twist – changing apparent wind direction up the rig – we talked about in the last issue is negligible in strong winds. We want twist in strong winds to help us spill wind from the sails, in a manner that doesn't prevent the sails doing their job of providing forward drive.

Depowering the main needs to be a dedicated job for one or even two

crewmembers in gusty conditions on many boats. That's because the mainsheet trimmer will usually have two lines to play with upwind: the mainsheet and traveller car. Off the wind there's the kicker, too.

In medium and strong winds with the boat sailing upwind under control, the traveller car will be directly below the boom, generating plenty of downward pull. In the event of a sudden gust, the traveller car can be hauled up the track at the same time as the mainsheet is eased – so the boom stays at the same sheeting angle but lifts. This will allow the sail to change shape and exhaust air from the heel-generating top part, without opening up the bottom part of the sail and losing forward drive.

When you bear away onto a reach, the mainsheet trimmer's job changes. The boom has now reached the end of the traveller, so the focus is on sheeting out the main. Once the boom end is outside the boat, it's time for the kicker to take over providing downward tension, so depowering is achieved by easing the kicker.

Because more forward motion means less of the sails' power is being misused in heeling the boat and creating leeway, it is important for our mainsheet crew to get the power back on, and the telltales

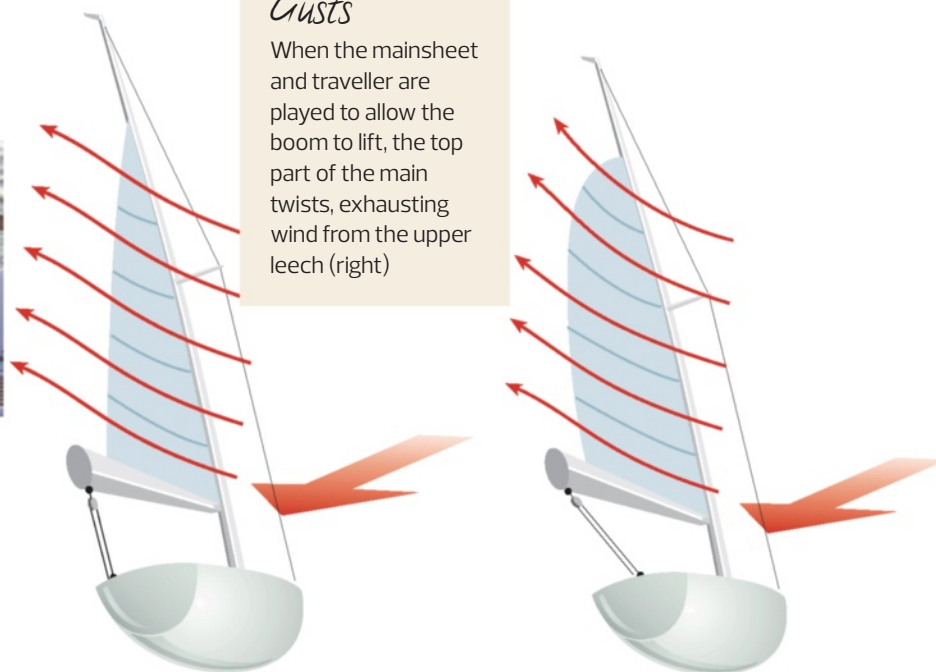


TRAVELLER

When closehauled in heavy weather, the traveller car will usually be directly beneath the boom so the falls of the mainsheet are parallel to the mast

GUSTS

When the mainsheet and traveller are played to allow the boom to lift, the top part of the main twists, exhausting wind from the upper leech (right)



ROB'S REEFING TIPS

Here are a few little tricks, hard won on ocean races and RYA cruising courses, that can make the whole process of reefing easier or your reefed sails set better



Whether you call it an earring (US) or a snorter (NZ), a sail tie through the reefed cringle and round the boom serves three purposes. It is insurance if the reefing line breaks; it tidies up the reefed bunt of the sail; and it helps hold the reef down to the boom so the reefing line does not need too much tension, overflattening the sail.

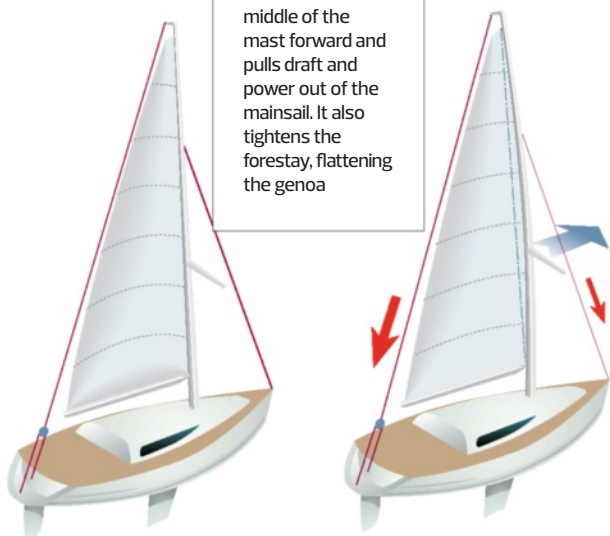


If you have a loose-footed mainsail it is much neater and less likely to damage the sail if you tie the reefing pennants around the sail only, not the boom and the sail. Much lighter line can then be used for the pennants so they disrupt airflow less when not in use. No pennants at all is often superior to pennants round the boom, especially if they're overtightened.



If you have a roller-reefing genoa, its reefing line is one of the most important lines on your boat. It should be changed annually as it lives constantly on deck being degraded by sunlight. A breakage in strong winds can be difficult to deal with as the full sail slams out and often the remaining line tangles as the drum spins out of control.

Below: Backstay tension bends the middle of the mast forward and pulls draft and power out of the mainsail. It also tightens the forestay, flattening the genoa



the sail to 'exhaust' with excess twist. At the same time, the bottom part of the sail will over-flatten and de-power, while the middle will retain a good shape providing the forward drive that you need.

Not too flat

It is a common mistake to oversheet the jib and put too much reefing line or outhaul tension on the mainsail in very strong winds to make both sails as flat as possible. As Rob explained: "You still need forward drive in strong winds, and plenty of it, to keep you punching through bigger seas. A deeply reefed mainsail in particular can look almost entirely flat, and a very flat sail is a mistake in any weather. This is often a result of the boat's reefing arrangements, but a great low-budget fix for any boat is using a reefing earring."

(top left). You can then put a reasonable amount of halyard tension on the

sail which will pull the draft well forward. The sail then has enough shape to keep the boat punching through, but it will be concentrated well forward to generate drive with minimum heel.

Backstay

If you have a fractional rig, the backstay is a great device for taking draft out of the mainsail (see left). It is more use, though, for an unreefed sail as tapered masts bend most near the tip, especially those on deck-stepped masts. Once the mainsail is deep reefed, the substantially bent part of the mast at the top has little sail on it, so the backstay's effectiveness is limited.

This does not mean we forget about the backstay when reefed or if we have a masthead rig. A tight backstay means a tight forestay, which will reduce power overall and heel; both desirable outcomes. It also helps roller headsails roll more easily.



flying as soon as the gust has passed and the boat is back on its feet.

Twist is also employed in the headsail in strong winds. Roller genoas, especially, become more inefficient the more that you roll away, so to keep more sail out, move the traveller aft allowing the top of

GET IN TOUCH What tricks and tips do you have for heavy weather sailing?

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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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Riding Light



FINALLY ADMITTING DEFEAT, COLIN JARMAN HAS LAID-UP HIS BOAT FOR THE WINTER AFTER ONE LAST, NUMBING SAIL AND HAS TURNED HIS ATTENTION TO MARINA SIZES AND RUBBISH ON BOARD

Good to be laid up

November came in with a cold, wet blast, but the big spring tides meant that my friend's boat had to be moved upriver to her winter berth. Without thinking, I offered to ship as crew.

We brought the passage forward by a day, because the forecast appeared a touch better, but that wasn't saying a lot. At 07.00hrs the rain was coming down hard, but when we went afloat at 09.15hrs the sun was bright, the sky clear and, amazingly, blue, but the wind was fresh, cold and from dead ahead.

We bashed into the short, choppy seas produced by wind against spring flood. Great fountains of spray flew from the weather bow and smashed against the sprayhood, drenching me as I held grimly to the tiller and tried to duck.

The skipper complained I was getting him wet too. No, I protested, it's the boat that's doing it. She seemed to be having one last exuberant fling before snuggling down to her winter beauty sleep, but the cold was settling deeply into aging joints and my fingers had long since gone numb inside thermal gloves.

By the time we reached our destination I think we were both ready to admit that we'd had enough and, as dark clouds began to gather again with the approach of more rain, I felt sneakily grateful that we could honestly say the season was over. There are winter days when I feel the pull of the tide and long to be afloat again, but the reality is that my enjoyment of a bit of warmth in the wind is becoming greater as each season passes. I still admire those who sail through the winter and I shiver for those who choose to cruise in Arctic or Antarctic waters, envying them their sights and experiences, but it still feels good to be laid up as the rain falls, driven by another freshening wind.

A question of size

How big is your boat? How big is your marina berth? Do the two match well?

The average size of boats is increasing rapidly with 50-60ft no longer unusual and extreme beam being adopted on most new production designs. This expansion of length and girth comes with a cost and it's marinas that may be most affected in the long run.



This keel still needs a bit of fairing, but it's coming on

Marina owners and operators are faced with a problem. They have a fixed area in which they can place pontoon berths – they can't simply decide to 'grow' the marina basin – but, in many older marinas, the current berths are too small for these bigger, fatter new boats. What to do? Whatever they do requires heavy investment, but do they restructure the berths to take much larger craft and, in the process, reduce the number of berths available, or do they put an arbitrary size limit on the boats they can or will accept? Then what about depth? With increased length comes increased draught and approach channels and marina cills may prevent entry, yet dredging is expensive and is by no means a one-off cost.

It's a conundrum and I have sympathy for those trying to solve the problem.

Rubbish

What do you do with it while you're cruising? Yes, you bag it up and take it ashore, for gone are the innocent days of jettisoning refuse to disintegrate or sink, but what do you do with the garbage bag while you're waiting to get ashore?

Craft larger than mine may have a waste bin built into the galley somewhere, but if you're cruising a remote area with a crew of three or four, the bag in the bin will be full before you find a disposal point, so where to stow it? The problem is exacerbated on a passage of several days in hot weather – your nose will attest to that.

When we used to tow rigid tenders, you sometimes saw them used as remote storage places for full rubbish bags, but not these days. Cockpit lockers don't always offer enough space and tearing the plastic bag when you pull out a mooring warp or fender can have unpleasant consequences. Keeping the bags under a bunk may be noisome too.

I wonder if a vented box could be incorporated on the bathing platform of new boats? In Britain's climate it would be more useful than the freshwater shower that often sits there.

YOUR VIEW

Are you staying afloat through the winter?

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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

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On the wing

Taking to a brand new mini-J, **Sam Fortescue** discovers that yachting's golden age is far from dead

As a confirmed admirer of a long overhang, I am prepared to travel a considerable distance to sail a pretty boat. In this case, 650km from London to the quiet town of Sneek (pronounced 'snake') in the north of Holland.

I was drawn there by the chance to test one of Leonardo Yachts' Eagle 36s. Unusually for a 36-footer, she is a dayboat, as is her big sister, the Eagle 44, whose trademark is a huge, comfy cockpit, with only simple accommodation. An ambitious 54-footer is also on the drawing board.

Make no mistake: these boats are luxury playthings. Leonardo's director Melle Boersma is clear that the sort of people buying his boats won't balk at the high price: around £115,000 for the 36, £210,000 for the 44. As a result, the boats are found in berths from Stockholm to Buenos Aires.

Both the 36 and the 44 are billed as mini J-Classes and they live up to the hype. The 36 has a waterline length of just over 24ft, low freeboard and a dizzying expanse of smooth teak that runs from the foredeck to the poop. The original design by Gaastmeer / Terpstra had entirely flush decks, but more recent versions have included a low, streamlined GRP coachroof, which improves access below.

Despite the nod to tradition, the boat's underwater shape is modern:

broad and flat with a performance bulb keel. The hulls are built in Poland in foam-core sandwich, using vacuum infusion for a lighter, stiffer lay-up. Then they're brought to Holland for the interior work, rig and finish.

The version I sailed had wheel steering, but the tiller option is arguably more elegant. I took her out on a typical late-summer day with sun – in the distance – and a nip in the wind, which was blowing 8-10 knots from the northeast. Under power, she was quiet and responsive, edging out of the yard's marina into the narrow Houkesleat, which connects the town's famous Watergate to the Sneekmeer lake. The mainsail was easy to raise by hand and set with the electric halyard winch – a size 40 Harken self-tailer. Lines including the halyard, outhaul and vang all come back to the winch, centred on the coachroof bulkhead at the foot of the mast.

She is designed to be an easy boat to rig and handle. The sheet winches on the side decks outside the gleaming wooden coaming are also electric, with custom-made stainless steel buttons that glow faintly in the gathering twilight. Only the mainsheet relies on sheer elbow grease – though at a 4:1 purchase, it is easy enough to sheet in hard.

The boat fairly skipped up the canal, grazing the banks on each tack. Making the most of ST's river sailing tips (ST199), I huffed through the

Elegant lines, a vast cockpit and easy handling are the key attributes of the lovely Eagle 36. It feels like sailing a much smaller craft

turns to coax a few extra metres out of her – you just have to watch the way the stern swings out, because the rudder is set 6ft in from the transom.

Super elegant

She makes noble progress to windward and tracks beautifully. I helmed her with fingertips only and relished the incredible smoothness with which she glided through the wind – her heavy 3.3t displacement gave her a momentum which the wavelets of the Sneekemeer did nothing to check. She is very stable and fairly accelerated into the gusts, with a pleasing heel that comes from her 550sqft (50.9m²) sail area and narrow beam.

The short companionway consists of a single step to port, which lifts to offer storage space. A similar structure to starboard houses a macerating heads, connected to a 40lt black water tank. Tucked in under the foredeck there's a double V-berth, with a flush hatch just forward of the mast. It's all finished to a very high standard, but the focus is on cockpit living, not nights aboard. This

'Make no mistake; these boats are luxury playthings'

is reflected in the fact that the cockpit table houses a small fridge and a sink, complete with fold-up tap supplied from a 40lt water tank.

When you consider the electrical demands of the winches, the heads and the instruments, it is clear that the Eagle is not designed for weeks of off-grid sailing. Melle insists that he



Above: Sailing the Eagle in a light 8-knot breeze, steering was finger light and handling velvet smooth

Below: Below, there is a good double berth, lots of storage and electric heads; but no galley



the vast cockpit with its giant wheel. Running before a light wind, I was also frustrated by the friction brake on the 44's electric mainsheet – all cleverly tucked away beneath the aft deck. In order to sheet out beyond a beam reach, you have to pull the mainsheet out by hand – the pressure of the wind in the sail alone is not enough to release the brake. That said, she was delightfully easy to sail.

The design of both boats displays an astonishing attention to detail and above all, elegance. They are, frankly, gorgeous to look at and exceedingly pleasing to sail, as long as you keep to protected waters. ✦

once kept the boat on a mooring for a week of sailing without draining the batteries. But a wise owner will keep her hooked up to the shore power.

With her extra 8ft (2.4m), the 44 is a bigger beast, but still very much based on the dayboat principles of the 36. Leonardo sells nearly five times as many 44s as 36s, but to my eye, the 36 was a prettier boat. I found her proportions better aligned – the helmsman of the 44 looking somewhat Liliptian in



VERDICT

I was surprised to find myself enjoying the push-button sail trim of the Eagles. It makes the sailing effortless and allows you to settle back into the exceedingly comfortable cockpit cushions to revel in the elegant progress to windward. She is a picnicking dayboat par excellence, simple to rig and feather-light to handle. Brimming with class. But very costly.

PERFORMANCE: ★★★★★

ACCOMMODATION: ★★★★★

LOOKS: ★★★★★

EAGLE 36

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LWL: 24ft 3in (7.4m)

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KEEP ON GRINDING

WINCHES ARE SAFETY CRITICAL, BUT MANY SAILORS FEAR TO SERVICE THEM. **JAKE FRITH** LOOKS AT THE STRAIGHTFORWARD PROCESS OF KEEPING LEWMAR'S OCEAN, EVO AND STANDARD WINCHES TICKING AWAY NICELY

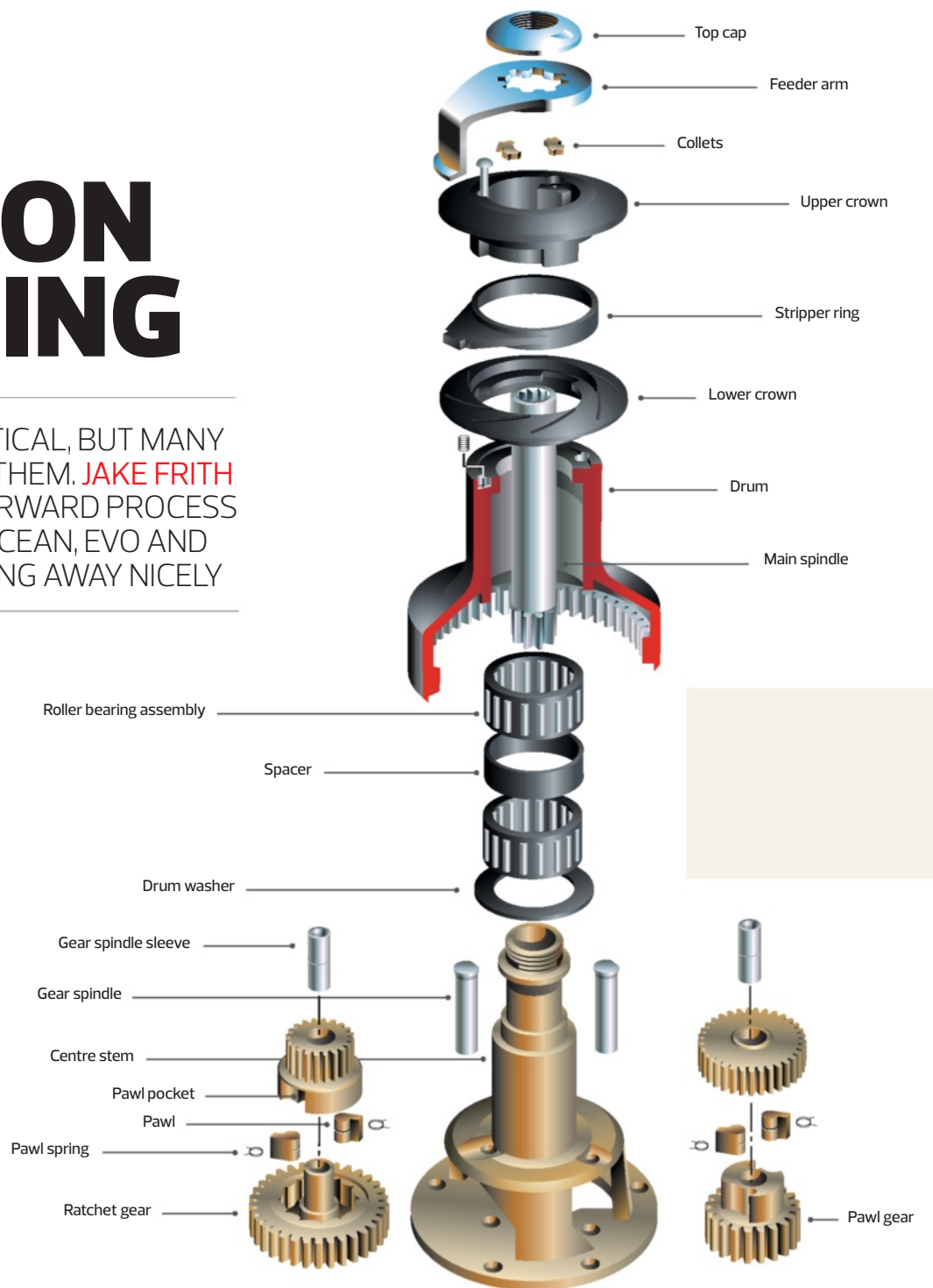
Chatting to Lewmar's Ben Kay, it becomes apparent that servicing winches is something that boatowners only find a daunting task until they have tried it.

"A common perception is that springs and tiny components will fly out in all directions the moment they try to take a winch apart. The reality is that we strive to minimise the number and complexity of components. We also make them serviceable with minimal or no tools at all. We need our winches to be as serviceable in the middle of the Southern Ocean as they are on the dockside.

"Part of the reason our winches are so reliable is there are as few moving parts as possible and those parts are difficult or, in most cases, impossible to assemble incorrectly. The pawls and pawl springs are the only real



THANKS TO: Ben Kay at Lewmar, which has manufactured yachting hardware on England's south coast since 1946



possibilities for small items that could be lost, which is one reason we supply replacements of these in our service kits."

Disassembly

Lewmar's Ocean and Evo winch ranges have been popular choices for boatbuilders since the Ocean range was launched in the early 90s.

As can be seen above and opposite, once you get either winch's tailing arm and drum off, it's all very much the same inside. So, while we will be dismantling an Evo 50, the process

'...parts are difficult or, in most cases, impossible to assemble incorrectly...'

would be transferable to any post-1992 twin speed self tailing Lewmar winch. As lots of Lewmar's competitor winches are similar inside, the stages of service and principles of lubrication will also be similar for other brands.

Some sailors still swear by simpler

Evo 50 ST

The Lewmar Evo range gets its name from being an evolution of the long-lived Ocean range. It is available in anodised aluminium, as shown here, or chromed bronze. We conducted this stripdown on a middle winch of the range, a size 50 in black anodised aluminium. For larger or smaller winches in the range, the same disassembly, reassembly and lubrication principles apply.



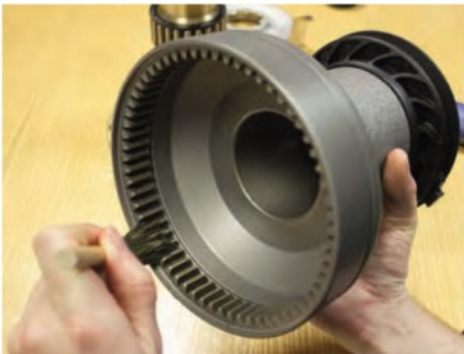
Step 1 The top cap should be finger tight and on the Evo is plastic so take great care if it needs tapping off, as ours did



Step 2 The self-tailer arm will then lift off vertically revealing two small bronze collets beneath, in slots either side of the main spindle



Step 3 In some Ocean models the collets need pulling out from either side, beneath the top thread before the drum can be lifted off



Step 4 With the drum lifted off we now get our first sight of the inner workings and can brush on paraffin or grease remover



Step 5 Remove the bearing cages and clean all old grease from them. If necessary, the needle rollers all push out for cleaning



Step 6 If the top collets have not been removed, do so now so the centre spindle can be carefully lifted out with a hooked finger



Step 7 Once the steel gear spindles have been lifted out, the gear stacks can be withdrawn from either side

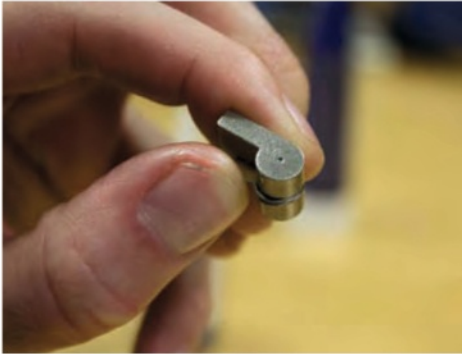


Step 8 The gear stacks simply pull apart. Clean any old grease from the dismantled gear stacks



Step 9 Remove, clean and refit or replace the paws, ensuring that paws and pawl pockets are oiled, not greased

ALL PHOTOS: GUY FOAN



Step 10 The trick to refitting pawls is to hold them between a single thumb and forefinger to slide them back in



Step 11 Brush a light coating of calcium sulphonate marine grease on all metal-on-metal contacts other than the pawls



Step 12 Reassembly is a straightforward reversal process, as assemblies can only be fitted one way. Tighten the top cap finger tight

Lewmar 8

one speed standard winch



The bottom pawls work straight on the drum's inner teeth ensuring the winch can only turn clockwise. The top pawls allow the handle to be ratcheted back and forward. This feature is useful when mounted on a small boat in close proximity to guardwires or the sprayhood, when clearance will not permit complete handle rotations.



Step 1 The top circlip is easily prised off with a small flat screwdriver levering from its end, but watch it doesn't spring off



Step 2 Lift the flat stainless top cap and it reveals these three posi-drive screws which should be carefully removed



Step 3 The bottom pawls will sometimes drop out when the drum is lifted off. Be ready to catch them with a hand below



Step 4 Lifting the drum reveals these inner workings. The races may stay inside the drum and need hooking out



Step 5 Once the white plastic key is pulled out the spindle can be lifted, again with a single finger hooked inside



Step 6 Complete disassembly now just requires the bearings and remaining pawls and pawl springs to be removed



Step 7 After full cleaning apply a light coating of gear grease to all metal-on-metal contacts; here, the spindle is greased



Step 8 The pawls and pawl pockets should only receive HD22 RaceLube oil lubrication – here we are oiling the top pawl pockets



Step 9 Reassembly is simple, just remembering that the plastic key is tapered and fits with number upwards

single-speed, hand-tailing winches, especially for mast-mounting and coachroof-mounted halyard duties. In this case Lewmar's design has remained constant for even longer, with the basic four-pawl ratcheting design dating back as far as the 1970s.

So, we've also taken a look at a size 8 standard single-speeder, which, despite its more straightforward internal complexity, is actually one of the few winches in Lewmar's range that requires a couple of tools to strip it down.

GET IN TOUCH:

How often do you service your winches?

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CONSIDERATIONS

Lewmar's 'winch maintenance pack' contains a paintbrush for grease application, grease, oil, pawl springs and booklet and has an MRP of £42.77

- ▶ Packs of pawls and springs containing six pawls and 12 springs retail at around £25
- ▶ Winch specific 'spares kits', including circlips, keys, pawls and pawl springs, retail between £40 and £52
- ▶ Gear grease – £11.10; RaceLube pawl oil – £8.39

All other spares, such as top caps, collets, jaw kits, bearing kits, pawl gears, feeder arms and so on are available online from Lewmar, or via local chandleries through Aquafax. Part numbers can be found online at www.lewmar.com



WHAT'S IN A WINCH?

To the casual observer, it may seem that there is not an awful lot to a winch to justify its pretty hefty pricetag. For example, the Evo 50 ST we service in this article retails at over £1,500. We took a short walk round the Lewmar factory in Havant to see what's involved in making one. A lot of the cost is in the raw materials, as the bronze centre stem and gears, and the aluminium or bronze drum come in from foundries in mainland Europe. Their specialist, pressurised construction is expensive, but makes them very much stronger than simple castings. Lewmar then machines these base components, performing such tasks as needle-peening the drums for the grip surfaces and cutting gear teeth. After careful quality control, the drums go off to a specialist company for anodising or chrome-plating and return for final testing and assembly.



Raw gear punchings require machining down to the correct tolerances



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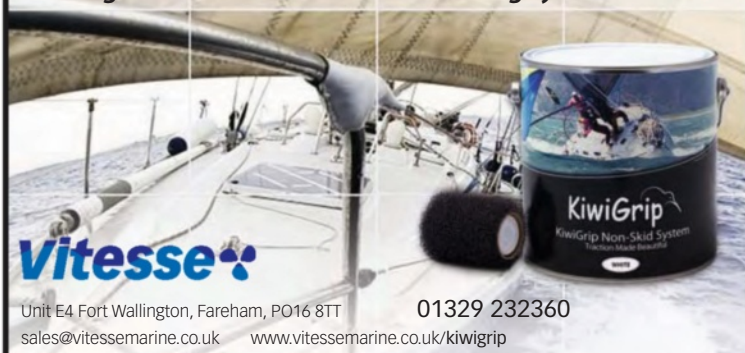
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Beneteau Oceanis 440
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Beneteau Oceanis 323, 2006 Year Model, Owner's Two cabin Version, Deep Fin Keel, Wheel Steering, Yanmar 19hp Engine, Slab Reefed Mainsail, Raymarine GPS Chart Plotter, Tri Data, Autohelm, JRC Radar & Eberspacher Heating.
£59,950



Island Packet 440
 A Luxury Blue Water Cruiser, 2007 Year Model, Long Keel, Wheel Steering, In-mast Mainsail Furling, Yanmar 4JH4 75hp Diesel Engine, Bow Thruster, Electric Windlass, Raymarine Auto Helm, Raymarine E80 Dual Station. Lying Eastbourne.
£299,950



Beneteau Oceanis 323
 2004 Year Model, Owner's Two Cabin Version, Shallow Fin Keel, Wheel Steering, Volvo Penta 19hp Engine, Slab Reefed Mainsail, Raymarine GPS Chart Plotter, Tri Data, Wheel Pilot, Simrad VHF Radio, Electric Anchor Windlass & Wind Turbine.
£52,950



Jeanneau Sun Odyssey 40
 2002 Year Model, Long Fin Keel, Wheel Steering, Yanmar 4JH3E 50hp Diesel Engine, Slab Reefed Mainsail, Owner's Two Cabin Version, Garmin GPS, Raymarine Tri-Data Instruments and Electric Anchor Windlass. Lying Prevesa - Greece.
£57,500



Beneteau First Class 7.5
 2005 model year Beneteau First Class 7.5 racing yacht. inventory includes outboard engine two mainsails, two roller genoas and an asymmetric spinnaker. Lying Eastbourne.
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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.
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Freedom 30
 1990 Year Model, Long Shallow Keel, Wheel steering, Cat Ketch Rigged with Carbon Fibre Masts, Nanni N2 14hp diesel Engine (New 2012), 4 Berths, Stowe Tri Data Instruments, Garmin GPS, Icom VHF Radio, Auto Pilot, Saunders Main Sail & Mizzen. Lying Eastbourne.
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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.
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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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Fisher 25
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Oyster 26
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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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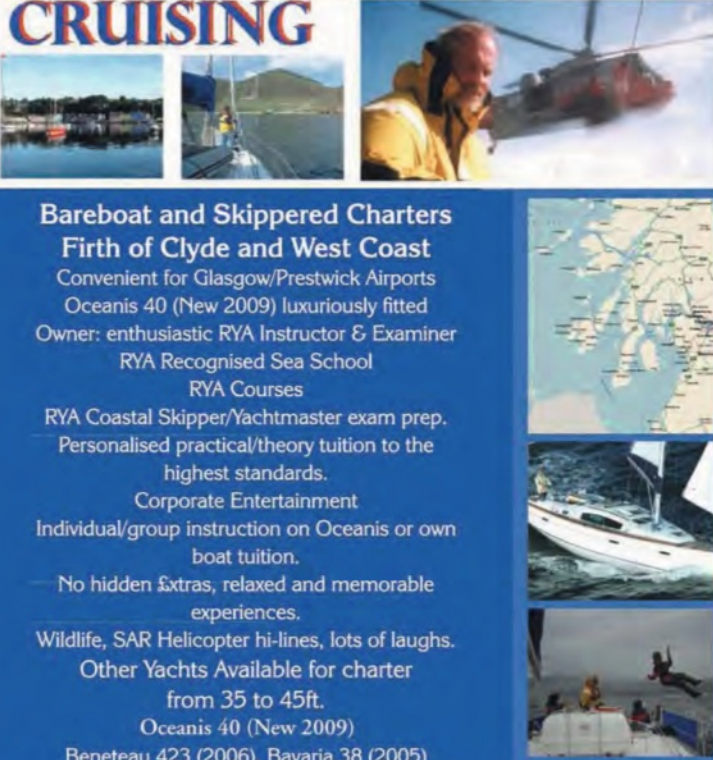
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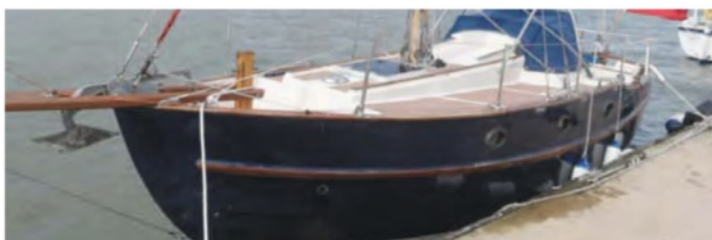


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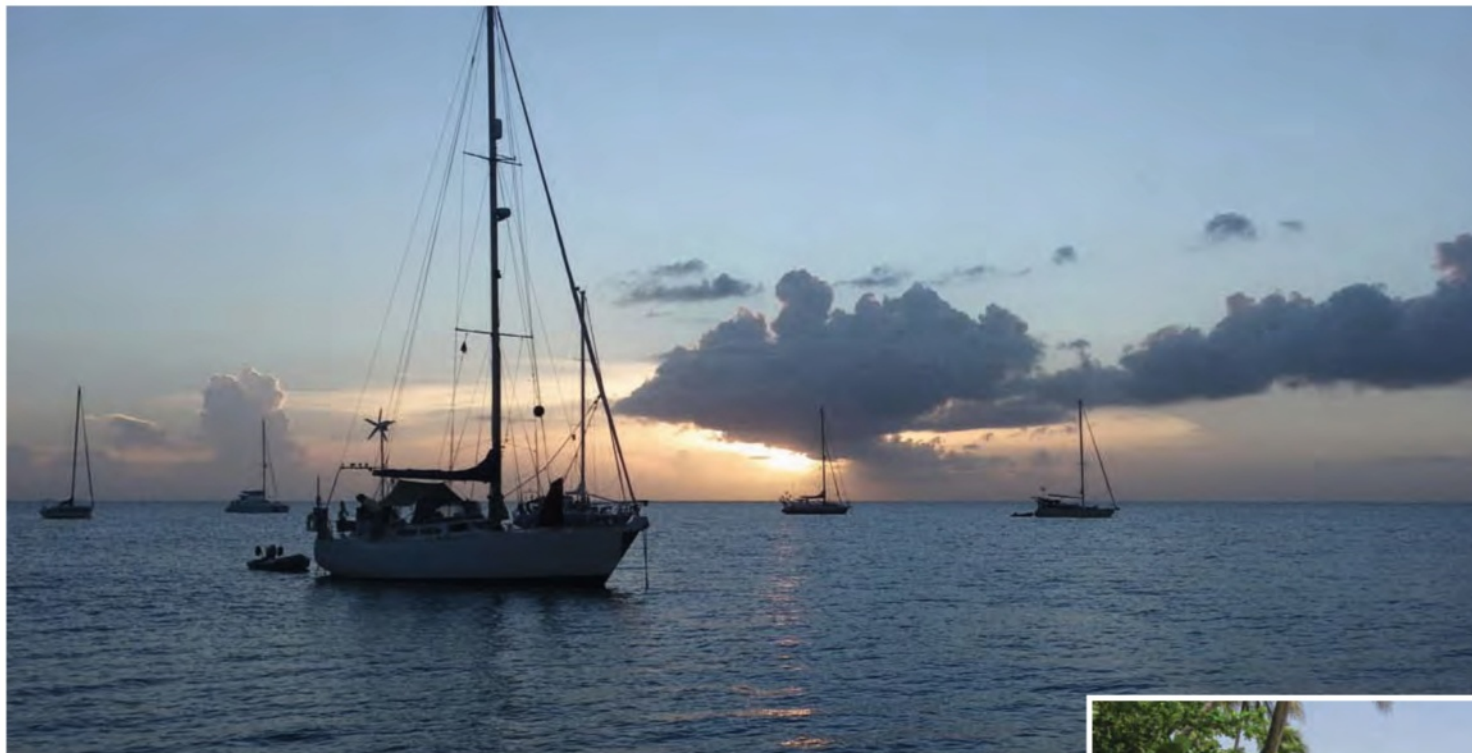
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Dispatches

TOBAGO | CAPE




Tobago was a fantastic place to make landfall after our Atlantic crossing from the Gambia – and we were ready for a shower, unlimited fresh water, a cold beer and the luxury of sleeping until we woke!

The channel into the harbour in the capital, Scarborough, is well-marked, but threads through numerous coral reefs with a strong easterly cross-current – not recommended in the dark. Most visiting yachts anchor in Store Bay and go to Scarborough by bus to clear in.

We spent a few days exploring the town. We restocked with fresh fruit, veg and meat at the bustling central market, climbed the steep road to Fort King George, had our first swim in Caribbean waters at Bacolet Beach, and went to the Annual Goat and Crab Racing at Buccoo.

Then we moved *Cape* around to the anchorage at Store Bay, for a couple of weeks beachcombing, swimming, snorkelling and sampling the delicious local cuisine. We hired a car and drove around the whole island (it is only 40km long and 10km wide), climbing over mountains clad in steamy tropical rainforest and looking down on stunning anchorages.

We were honoured and enthralled to witness a giant leatherback turtle digging a nest and laying her eggs on Grafton Beach. 



CAPE Gitana 43

LOA: 43ft (13.1m)

LWL: 37ft 8in (11.5m)

Beam: 13ft (4m)

Draught: 7ft (2.1m)

Year built: 1981

Owners: Sarah and David Smith

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