

SAILING

GO FURTHER | SAIL BETTER | BE INSPIRED

TODAY

MARCH 2014 sailingtoday.co.uk £4.20

CRUISING

Island hopper

Discovering the Caribbean from Grenada to the BVI

Future yacht

Design features coming soon to a boat near you

Weather eye

Improve your forecasting skills

NEW BOAT

Simply sail

Back to basics with the Winner 9.00

JIMMY CORNELL

Ocean cruising guru prepares for final trip

WHISKY WATERS

Champagne cruising in the Outer Hebrides

APP OR ALMANAC?

We test the apps for tides, symbols and ports

BOAT WINDOWS

Brighten up by replacing your lights and hatches



Welcome to the dark side.

North's new **NorLam 360x** sail laminates are not exactly a witch's brew, but they are *wicked* fast. Black Aramid at the heart of the laminate with tough outer layers of grey (or white) taffeta produce a high-performance sail for midsize cruisers that flies! It's distinct, it's durable, and it's only available from North. Broom not included.

For more information visit www.northsails.com/NorLam.aspx

FREE!
ONE-YEAR
SAIL REPAIR
with purchase of
a new North sail*

* Restrictions
may apply.
Contact your
North Sails
representative
for details.



Better by Design

www.northsails.com

Follow North Sails on...



North Sails UK (head office) T +44 (0)23 9252 5588

www.northsails.co.uk

North Sails Ireland T +353 21 4833485

www.northsails.ie

North Sails Belgium T +32 (0)3 325 67 20

www.northsails.be

North Sails Holland T +31 (0)36 546 0190

www.northsails.nl

NEW! 360x

ABOVE: J/40 *Nepenthe* powers upwind with her NorLam 360xg mainsail and roller-furling genoa. Onne Van der Wal photo

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.allpointsmmedia.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

© The Chelsea Magazine Company Ltd 2013.
All Rights Reserved. ISSN 0044-000

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

Also part of the *Chelsea Marine Magazines* family:



For more information or to subscribe, go to
www.chelseamagazines.com

Skipper's View

SOMETHING'S AMISS WITH THE LONDON BOAT SHOW, BUT IT CAN BE GREAT AGAIN. WHAT ARE YOUR THOUGHTS?



WHAT A DIFFERENCE a vowel makes. From London's Boat Show to Dusseldorf's vibrant Boot. Chalk and cheese... or *Käse*, as the Germans would say.

I remained open-minded about this year's London show. Some commentators were so eager to trash the event that they let rip before the doors had even opened on 4 January. But I was surprised by how quiet it felt – this despite the talk being of nothing but sailing in all three Tube carriages in which I travelled to the show.

Some big boatbuilders turned out – Southerly, Jeanneau, Bavaria, Hanse and others, as well as stalwarts like Cornish Crabbers and Churchouse Boats (of Dabber fame). But though the popular boardwalk was back, allowing people to stroll along at deck height, it

was a poor haul compared to previous years, or indeed other shows. Look at the sponsors of the London show: a carmaker, a hot tub company and a purveyor of thatched outdoor structures. In many ways, that sums up the show's problem, with its ever-expanding waistline of "lifestyle" paraphernalia. Dusseldorf, by contrast, featured nearly as many debut sailing boats (see pp12–13) as London had sailing boats in total, and ran to five times as much exhibition space.

London could be a great show, I'm certain of it. After all, it is located in the world's most exciting capital city and the economy is just getting up on the plane. We just need to see more bread-and-butter exhibitors and manufacturers present. This year's adventurous cruising zone was a great addition to the show, with gurus like Stokey Woodall and Rod Heikell handing out advice. And it was good to see Ben Ainslie, who has done so well in the sport, giving something back to show-goers. What do you think the organisers should do in 2015?

Elsewhere, you may have discerned a slightly morbid tone to recent news. Some 13 people died after torrential rain in St Vincent and St Lucia; a yachtman was killed when thieves boarded his boat at anchor off Vieux Fort, St Lucia; and a sailor lost his life during very heavy weather in the Cape2Rio race. Much as we regret these incidents, it must be said that offshore sailing is much safer now than it was even 20 years ago, and places like the Caribbean richly deserve their paradise sailing status.

Sam

Sam Fortescue, managing editor



CONTRIBUTORS



TOM HUMPHREYS is a director at Humphreys Yacht Design, working on a wide range of boats



IAIN AND FIONA LEWIS raced dinghies until they bought their Sadler 34 in 2011 and crossed the Pond



DR SIMON KEELING is a former BBC forecaster and now runs weatherweb.net and the Weather School

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



ARE YOU
READY FOR THE
NEW SEASON?
PHONE US ON
**01603
782223**

5

YEAR
CRUISING SAIL
GUARANTEE

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

Jeckells 
THE SAILMAKERS



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

Regulars

8 NEWS

Tax troubles in Mexico, the boat that won't sink and knitting fish

14 READERS' LETTERS

16 WHAT'S ON

19 BROADSIDE

Tom Humphreys talks yacht design

32 INTERVIEW

Jimmy Cornell sets sail again

70 BOOKS

78 RIDING LIGHT

102 DISPATCHES

Cruising

20 CARIBBEAN

Grenada-bound in a Sadler 34

28 SECRET PLACES

Free anchoring in Sardinia

34 GULL'S EYE

Fowey Harbour: ria view

40 JURA UNCOVERED

The Western Isles' best kept secret

Boats

52 WINNER 9.00

Bulb, bowsprit and a canting pedestal

60 RIVAL 34

OSTAR legend still sailing

80 SPITFIRE 18

A modern gaff cedar dayboat

Gear

62 GROUP TEST

Are almanacs on your phone; better than the *Reeds* bible?

66 TEST TANK

Outboard hoist, winter salopettes, light bag, collapsing kettle, thermals

68 NEW GEAR

Range-finding bins, lightweight clutch, electric outboard, personal submarine

Practical

46 FUTURE DESIGN

72 WEATHER FORECASTING

76 BOSUN'S BAG

Looking after a Blakes seacock

84 BOAT WINDOWS

Portlight and hatch refurbishment



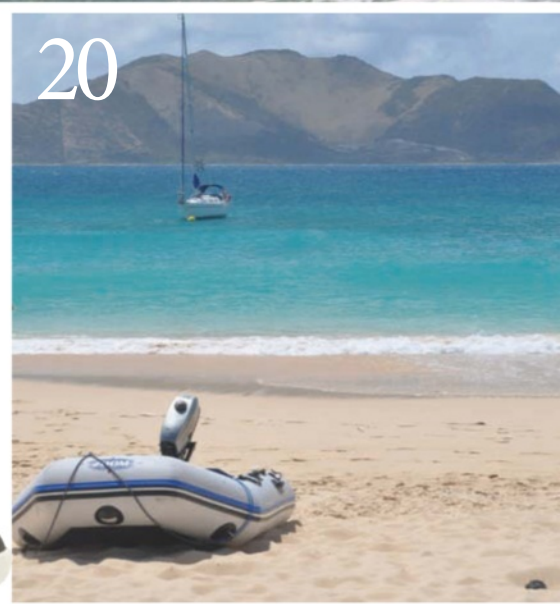
JOE MCCARTHY

52



BOATS
28 pages
AND KIT

20



46



Sydney Hobart

Photo by Rolex/Carlo Borlenghi

Setting off on Boxing Day, the 69th Rolex Sydney Hobart Race lived up to expectations. The 94-strong fleet had a good Force 4 at the start, but on day four, a southwesterly gale blew in with punishing 50-knot gusts. Five yachts retired overnight, one dismasted. Jim Cooney's Jutson 80 *Brindabella*, caught here off Tasman Island with an escort of dolphins, came in 18th place. *Wild Oats XI* won for the 7th time in just over two days, six hours and seven minutes.



Ebb and flow

EVENTS | GOSSIP | NEWS FROM THE SAILING COMMUNITY



Acapulco Bay is just one of the harbours where yachts have been held over paperwork problems

Boats held in Mexico

THE ASSOCIATED PRESS is reporting that 338 foreign-flagged leisure boats have been seized by Mexican authorities, due to alleged tax paperwork discrepancies.

After inspecting many visiting vessels in Mexican ports in late November, the Administración General de Auditoría de Comercio

Exterior (AGACE) – part of the Mexican tax authority – announced the seizure orders against 338 boats.

Some owners say that they actually had the correct paperwork but weren't asked to present it. Others say minor clerical errors in the paperwork were used as grounds for seizure.

In an open letter, Richard Spindler of Latitude 38, whose own boat was impounded, wrote: 'About a week after the initial raid, AGACE did a second check... and found out that almost every boat they had impounded was actually in compliance with the law.'

Officials say it could take up to 120 days to arrange release.

Avoidable incident?

ONE COMPETITOR HAS died and many more were injured as competitors in the Cape2Rio race suffered at the hands of a 60-knot storm just days after the start.

The sailor has been named as António João Bartolomeu, a 47-year-old sound technician on Angolan national radio. It is believed Bartolomeu was thrown

overboard off Cape Town during a ferocious storm that hit the fleet days after the start. The Angolan is said to have been pulled back on board by his companions but was already unconscious and died shortly afterwards, probably due to hypothermia.

Race organisers have come under some criticism and there have been questions as

to whether the start should have been postponed.

"Given that the Cape2Rio fleet includes small cruising yachts ill-prepared to cope with such violent ocean storms, it might have been wiser to postpone the start," commented Giovanni Soldini who won the race, breaking the race record by more than two days.

World ARC depart

After the conclusion of the Atlantic Rally for Cruisers in late December, so the World ARC is able to begin with 31 boats setting out on the 26,000-mile voyage from Rodney Bay – the finishing port of the ARC. The first stop is set to be the San Blas Islands after which the participants will transit the Panama Canal.

ST LUCIA LOSS

A British man was killed defending his wife from burglars on their boat off Vieux Fort, St Lucia. Roger and Margagret Pratt of Warwickshire had planned to leave the day before the attack, but were held up by the immigration office



Adventurer awarded

REVEREND BOB SHEPTON has been named Apollo Yachtsman of the Year by the Yachting Journalists' Association (YJA), after transiting the Northwest Passage in both directions in his 33ft glassfibre Westerly Discus (see next issue).

The retired teacher and former Anglican curate has become well known for his high latitude cruising exploits (see his *Broadside* piece in ST196 August).

Other awards went to severely disabled teenager Natasha Lambert who can



neither walk nor speak, yet made a solo, cross-Channel voyage last July and Mike Golding who received the YJA special award.

The boat that won't sink

THE WRECK OF Open 60 *Cheminées Poujoulat*, which broke in half during the Transat Jaques Vabre race in December, has been found floating off the French coast.

All that remained visible above the water was her transom and her broken bow when the wreck was spotted off the north coast of Brittany. Skipper Bernard Stamm left

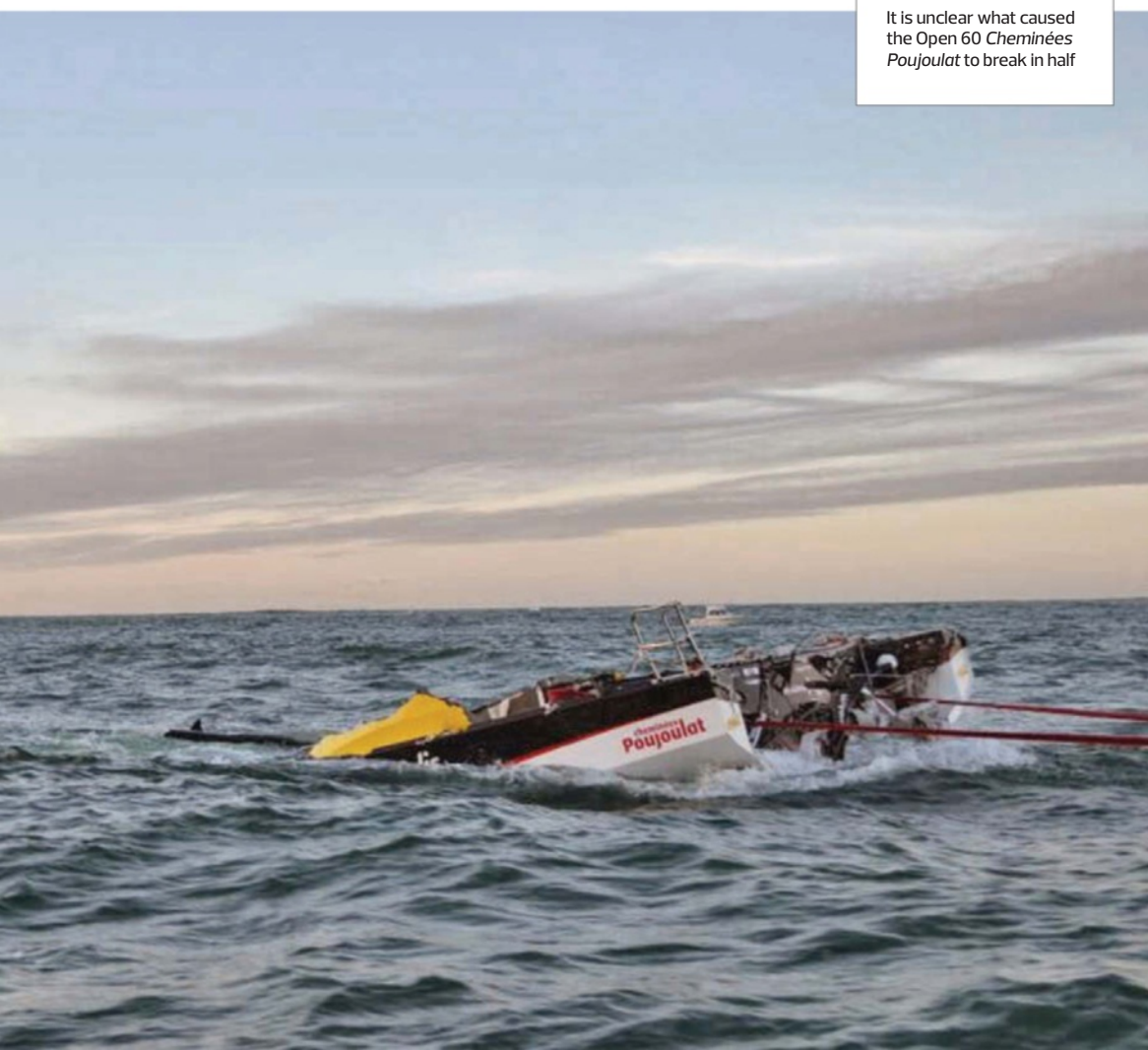
the boat in a similar state when he and crew Damien Guillou were rescued on Christmas Eve. Stamm had assumed the boat had sunk.

"I must admit I am a little surprised," he said. "When Damien and I were rescued, there wasn't much left above the surface. So it is very surprising to see her reappear now. Maybe she lost her keel

and suddenly became much lighter – I do not know."

The team was informed they must perform a salvage operation on the wreck as it was floating near shipping lanes and could well present a hazard. At least now the recovery has been completed, testing can be done to try to understand why the ocean racing yacht fell in half.

It is unclear what caused the Open 60 *Cheminées Poujoulat* to break in half



RYA INITIATIVE A new safety initiative by the RYA has been officially launched at the London Boat Show. The Association will now issue an annual 'Safety Advisory Notice' – a clear digest of current safety issues.



CHARITY CHOSEN The UKSA has been selected as the official charity for Aberdeen Asset Management Cowes Week for the next two years.



BOAT SHOW FIGURES The London Boat Show saw over 4,000 fewer attendees this year compared to 2013. However, the BMF reports sales figures are promising



MAYDAY MIX-UP Following a mistake relaying a request, Swansea Coastguard came to the aid of a sinking yacht half the world away in Swansea, Australia



Atlantic circuit canned

Stokey Woodall's Atlantic Circuit (the SWAC), due to get under way next October, has been called off due to an apparent lack of interest. The rally, headed by well-known sailor Stokey Woodall, was to have made its way from the Canaries to the UK by way of the Caribbean and mainland US, but SWAC Ltd officially ceased trading as of 10 December 2013.

The news is perhaps to be expected as a number of new rallies of various types have appeared on the map in recent years.

SYDNEY TO HOBART

The Sydney to Hobart race was won by Bob Oatley's *Wild Oats XI*.

The boat featured a radical new lifting foil (see pp46–49 for details).



DEAL EXTENDED

In an announcement at the London Boat Show, JP Morgan confirmed it would remain title sponsor for the Round the Island Race for at least the next two editions of the hugely popular Solent race.

The announcement was made alongside Ben Ainslie and his JP Morgan branded AC45, upon which he claimed the race record in the summer of 2013.



Some of the original 'Herring Lassies' meeting, gutting, salting and barreling the catch

Follow the herring

EAST COAST COMMUNITIES

are being called on to take part in a unique project celebrating the unsung heroines of the fishing industry.

For almost 100 years, women from fishing communities in the northeast of England and in Scotland followed the herring fleets down the coast, meeting the catch, gutting, salting and barreling the fish.

Now, the work of these "herring lassies" and the traditions which grew up around them, are being commemorated with a

nationwide project of performance, song and visual arts launched on 16 January in South Shields.

Follow the Herring – a collaboration between The Customs House Arts Centre and the northeast-based Guild of Lillians Theatre Company and supported by Arts Council England – will retrace the women's journey, from Scotland down to Great Yarmouth, in a three month tour of 12 coastal towns starting in May 2014.

The work consists of a play by Ann Coburn and a

professional exhibition, Coat for a Boat, a critically acclaimed knitted art exhibition, which will be supplemented by items knitted locally for each venue.

Teams of knitters have already decorated a full-scale fishing boat and organisers hope as many people as possible will knit a herring to join the boat on its journey down the coast, where it will be exhibited in each town visited by the tour.

The aim is to have a full, woollen "catch" of the fish by the tour's end in August.

Boat buyers beware

BUYER PRESSURE TO find the 'best deal' could cause issues for the used boat market in the future, the Yacht Brokers Designers and Surveyors Association (YBDSA) has warned.

The association says an alleged influx of boats onto the market combined with buyers seeking out bargains means more risks are being

taken when it comes to protecting purchases.

"There is a general lack of understanding about the legal process involved," explained Jane Gentry, chief executive of the YBDSA. "Reportedly over half of the boats that our members have for sale have issues with their paperwork"

Gentry adds that in the next five years, the industry could

well have problems as the market already has many boats out there without the proper paper trail.

Buyers are warned that ownership can only be proven with a complete paperwork trail, from Builders Certificate to Bills of Sale, VAT documentation, RCD Certification, engine warranties and photographs.



CHRISTMAS RALLY CONCLUDES

The first ever Christmas Caribbean Rally, organised by Sailing Rallies, has come to a close with six boats completing the 3,000nM crossing from Lanzarote to Antigua and only one boat retiring.

Crossing times ranged from 13 to 21 days, and many of the participants commented on the particularly enjoyable family atmosphere provided by organisers, with singing, guitar playing, shared suppers and much merriment as each boat arrived in Jolly Harbour. A few participants have already signed up for next year, so this fun rally looks set to become an annual feature.

2014 MARKS THE **quincentenary of Trinity House,** responsible for the safety of shipping and the wellbeing of seafarers since 1514



THE ORGANISATION established Almshouses in 1670 to provide housing to members



TRINITY HOUSE still maintains 63 lighthouses around the country



GETTING TO AND FROM the most remote lighthouses is much easier these days

SEMAPHORE was often used to communicate with lighthouse keepers

Piracy down 40 per cent

A report from the International Maritime Bureau (IMB) has announced that 2013 saw the biggest drop in international piracy since 2007.

Just 264 incidents took place over the course of 2013, a 40 per cent drop since the peak of Somali piracy in 2011.

Although these signs are encouraging, and certainly going in the right direction, the IMB is keen to warn that complacency at this stage could see the figure increase again.



David Thomas regatta

The Royal Southern Yacht Club in Hamble is inviting owners of David Thomas-designed yachts to celebrate 25 years of the designer's membership to the club.

Owners of David Thomas designs including the Sonata, Impala, Delta, Medina, Sigma 29/33/36/38/41, to name but a few, will have the opportunity to get together, partake in some light-hearted class and handicap racing, socialise and enjoy a celebratory dinner over the long weekend of 9-11 May.

Above all, this is an opportunity to celebrate in the company of this great designer and his family.

New boats

LAUNCHES FROM DUSSELDORF



COCKPIT LIVING



Moody 54DS

c£453,000



Dufour 310

from c£73,000

Though pitched at entry-level sailing, this is actually a well-equipped performance cruiser with twin wheels and rudders, good quality deck gear, a comfortable yet workable cockpit and a warm cosy interior.

Double doors to the forepeak open up the interior, although the V-berth is quite short. The saloon has plenty of room for six and a decent galley. Thanks to a two-cabin layout, her heads are a good size with a hanging area for oilskins, and there's even a reasonable chart table.

► **Builder:** www.dufour-yachts.com

► **UK agent:** www.marcomarine.co.uk



Django 670

from c£35,000

With a hull shape derived from the renowned mini-transat racer and a sail plan to suit, it is obvious that priority has been given to the performance element of this pocket racer/cruiser. However, she does actually feature quite a roomy interior, which, with a little TLC would be eminently suitable for weekend cruising. Available with a fixed or lifting keel, she has twin rudders and a very beamy stern giving her masses of form stability as well as enough room below for two cosy double quarter berths and a V-berth forward!

A little pricey for her size, but fun with a big F!

► **Builder:** www.marehaute.fr

► **UK dealer:** None as yet

The latest deck saloon model from the now German-owned Moody Yachts is both unusual and quite striking. In design terms she's pretty close to an expanded replica of her highly successful forerunner, the 45DS, but less daunting than the flagship 62DS. At this size, all the design concepts of this new line seem to fall into place whilst still being a bluewater cruiser that can be handled safely by a couple.

The Moody DS range brings to a monohull one of the features most admired in cruising catamarans – deck-level living. Who wants to sit below in a dark saloon when you could be surveying the beauty of a tropical anchorage from your dining table? Despite the height of her superstructure, her twin helms are positioned on a raised afterdeck to ensure a good view forward under sail.

In addition to her larger saloon and galley, the 54DS has options for two large guest suites as well as the owner's, leaving the quarter cabin, with its own access, for crew if required. A definite contender for voyaging to distant horizons, this one!

► **Builder:** www.moodyboats.com

► **UK dealer:** www.boatsales.co.uk



Elan 360

from £129,000

The latest edition to Elan's sporty range, the new 360 has twin wheels and rudders to ensure she's easy to handle and keeps her grip on the water at all times. Deck gear is set up well for single-handers with a simple, but effective sail plan. This makes her a fast but fun boat to sail, while below her 4/6-berth layout means she has enough home comforts to keep the family happy when cruising at a more sedate pace.

- ▶ **Builder:** www.elan-yachts.com
- ▶ **UK dealer:** see Elan website



Delphia 29/34

c£56,000/£70,000

Two new performance cruisers from the renowned Polish yard, Delphia Yachts, were on show for the first time. Both are brand new models built using vacuum infusion to keep the weight down and ensure a precise mix and thickness of GRP materials.

Both models have a straightforward deck layout with single wheels, to suit crewed and short-handed sailing, although the winches look undersized on the 34. They are available with a lifting keel and the standard cruising sails can be upgraded.

Below their layouts are uncomplicated and practical, although opting for a second aft cabin means the heads become compact.

- ▶ **Builder:** www.delphiayachts.eu
- ▶ **UK dealer:** www.witteymarine.com



X-Yachts Xc35

c£157,000

The latest, stunning-looking cruiser from the Danish yard has a greater displacement and volume than its better-known racing models, but she is equally well built using vacuum infusion technology around a rigid steel frame for maximum strength and rigidity.

As expected, only top quality deck gear and domestic inventory is used on this luxurious performance cruiser and, despite the standard boat being extremely well appointed, the options list is also extensive.

Fans of the marque will be impressed, as was I after scrambling through the crowds eager to get on board at the show.

- ▶ **Builder/UK dealer:** www.x-yachtsgb.com

Word of mouth

LETTERS | TWITTER | FACEBOOK | EMAIL

COMMENT OF THE MONTH



Fast track to disappointment

I recently embarked on a 13-week, fast-track Yachtmaster offshore course at the UKSA in Cowes, and walked out.

One instructor spent most of one passage in his bunk, giving no instruction. Arriving in Salcombe, we told him we had a quarter of a tank of fuel left – we were due in Weymouth the next day. He declined to re-fuel, saying he had no money as the UKSA had not paid him. We ran out of diesel and were towed for 10 hours.

Whilst on a Farr 65 we suffered a steering failure. The helmsman was thrown from one side of the yacht to the other. The emergency tiller failed, so we were forced to drop anchor in a shipping lane to await assistance. A few hours later the gas oven exploded, knocking a student over.

I attended the theory elements as a refresher – I didn't need to resit the exams. I was astonished to see the UKSA teaching students how to pass the exam, not how to navigate.

Mark Kearney, by email

Christmas Trees at Sea

Why are so many yachts flouting the Collision Regs by the incorrect use of nav lights? Yachts under power are wrongly using masthead tricolours and the correct steaming, stern and red/green bow lights.

Not only is this illegal, it's dangerous as it misrepresents the vessel, leading to incorrect collision-avoidance decisions. A yacht motoring with a tricolour and deck level nav lights, viewed from immediately astern has exactly the same lights profile as a power-driven vessel over 50m (outside the range of her red and green lights) viewed from dead ahead but some distance off, requiring a very different approach to avoid a collision.

It's incredible that with the proliferation of RYA courses and electronics people can't switch on the right lights or even thumb through the Colregs to check – or am I one of the very few that keeps a copy on board?

Michael P Brophy, Poole, by email

Letting off steam

I love the magazine, but Rod Heikell's Broadside article on global warming (ST201) has galvanised me to write.

You are, like others, taking your conclusions from the latest IPCC report, which tries to convince that manmade global warming is "extremely likely" without hard evidence. Sceptics would point out the lack of global warming over the past decade and a half makes a

nonsense of the computer predictions.

We live on a yacht and talk to people on islands unaffected by media pressure, they don't notice any changes! The Caribbean experienced no hurricanes this year despite predictions of an 'above average' year. While the after-effects of Sandy last year were terrible, the number of hurricanes in the season was very small.

Peter Stokes, Facebook

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

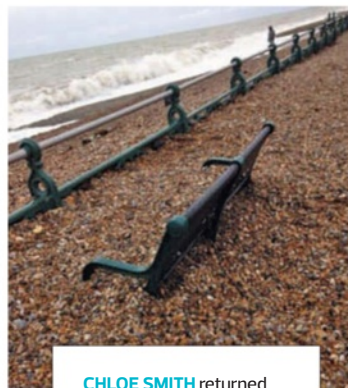
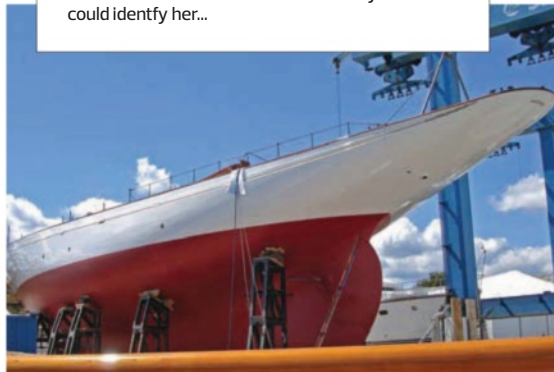
Ben Willows, Director of Operations at UKSA replies:

We're known for providing training above and beyond that required to achieve the RYA yachtmaster qualification, so the allegation we just see people through exams is strongly refuted.

Regarding the instructor, the crew were undertaking skippered passages as a requirement for gaining the yachtmaster prerequisites, for which the instructors step back and let the

YOUR PHOTOGRAPHS

JOHN JEFFRIES saw this beautiful classic boat out of the water. John wanted to know if any readers could identify her...



CHLOE SMITH returned from Christmas holidays to this sight on Hove seafront

BOATS WAITING for the start of the Three-Peaks Challenge last summer. Sent by Nigel Andrews





Spotlight correction

In the group test of spotlights in our February issue (ST202) we inadvertently gave the wrong contact details for the Coast HP314. Nauticalia is the main UK retail supplier of the Coast range of torches: 01932 235550 www.nauticalia.com



Retweet

A few of the tweets and messages we received this month:

Jolly good read – Secret Ionian Place, @SailingTodayMag and inspired me to look at chartering next year!
John Griffin – Twitter

The sun does shine sometimes @yachthavenlarg and even #Largs. Nice video
Peggy Bawn – Twitter

The cover image (below left) and story by Liz Cleere of sailing the Maldives was very popular this month

It's not Brighton Marina but it'll just have to do..
Lorraine Hof – Facebook

Wonderful – well done x
Sarah Buckley – Facebook

Beautiful
Sharon Jenkins Carter – Facebook

Bought a copy of *Sailing Today* with this fab photo of *Esper* on the cover. Your article is superb – wish magazines had more writing like this. When is the next episode?
Jenny Knowles – Facebook

There were some decidedly luke-warm responses to the anti-seasickness glasses (below)

Er – probably not!
Sue Jackson – Facebook

Mmmmm....The price is pretty steep too!
Fran Frum – Facebook

students skipper the vessel. The passage to Weymouth was on a charter boat which we were informed had a full tank of fuel. We should have checked manually, and we can confirm that the boat was towed although there was no payment issue.

Regarding the steering failure: during maintenance work, the quadrant was removed, and accidentally replaced rotated by 180°. Once under way, pressure on the reversed rudder caused it to lock and meant the emergency tiller would not function. Our instructors contacted the Coastguard, and the crew was de-briefed. Measures have been put in place to ensure this can't happen again.

The gas leak incident reports don't record anyone being knocked over. All relevant safety measures were taken by instructors and the leak was reported to the RYA. A report was later filed with the MAIB.

It is rare we receive complaints from students, and on this occasion we refunded a large proportion of his fees as it was clear to us he was not happy.

Taxing question

An English sailor has told me that it is not necessary to pay VAT when importing to England a boat built in the USA in 1968. Can you confirm if this is correct?

Alberto Zamboni, by email

Nick Vass replies: VAT is payable on a private pleasure vessel when a 'chargeable event' occurs such as when the vessel is imported into the UK from a place outside the European Union countries.

VAT was introduced on 1 April 1973 but, in your case, it is the date of importation into the UK (the chargeable event) that matters and the year that the yacht was actually built is irrelevant.

So to answer your question: sorry but you would have to pay VAT. You would also have to have the yacht tested and certified to check that it meets the requirements of the Recreational Craft Directive (RCD) even though it was built in 1968 and the RCD was only made law in 1998.



LIZ CLEERE'S story about cruising the Maldives and the associated cover photo were both popular online this month

THE ANTI-SEASICKNESS glasses may well have received a DAME Award nomination but they did not elicit a great reaction from our Facebook followers!



GET IN TOUCH

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

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



www.facebook.com/SailingToday



twitter.com/SailingTodayMag



editor@sailingtoday.co.uk

What's on

EVENTS | DIARY DATES | PLACES TO VISIT

RYA DINGHY SHOW / 1-2 MAR

A celebration of all things small boat. A great show for all kinds of boating enthusiasts and a great excuse to take in the view from Alexandra Palace.



CA sail trim for cruisers

29 March. Inspired by the recent *ST* sail trim articles (Jan and Feb)? Then head over to the Cruising Association for more.



Extreme Sailing Series Muscat, Oman

19-22 March. Some of the World's best teams take each other on in 40ft catamarans. Live streamed online for those not wanting to travel.

The sea, the sea

8 March. Talk exploring the sea as a source of creative inspiration. At the National Maritime Museum.



HEAD OF THE RIVER RACE / 29 MAR

London's oldest sporting event sees boats off in 10sec intervals from Mortlake to Putney.



ST BARTHS BUCKET / 27-30 MAR



Truly spectacular event featuring some of the world's most glamorous superyachts in the Caribbean.

DON'T MISS OUR SISTER TITLES THIS MONTH

Classic Boat

- ▶ Restoring *Runa VI*
- ▶ Persevering to get 1892 yacht *Leila* back afloat
- ▶ Luke Powell's passion for pilot cutters
- ▶ Varnish test – full update



Yachts and Yachting

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



NEXT MONTH IN SAILING TODAY

NORTHWEST PASSAGE YJA Yachtsman of the Year Bob Shepton recounts his ice voyage – *ST* exclusive

ELAN 320 Duncan Kent tests the latest sporty cruiser from Slovenia

AMERICA'S CUP legend John Bertrand looks at what's next for the world's most expensive race

COMBI CHARGERS on test

SPlicing GUIDE Part one – five splices every mariner should know

ON SALE 28 FEBRUARY





Classic Regatta Club



*Join the Classic Regatta Club
and enjoy the benefits !*

- ✓ **20% discount in all sisters marinas**
- ✓ **Let us negotiate a cheapest rate for your actual mooring**
- ✓ **Annual flat rate in your three favourites marinas worldwide**
- ✓ **Complimentary access to major yacht clubs all around the world**
- ✓ **Compare marinas, get the best price and book your journeys online**

And so much more ...

Now available ! Grab points on your membership card when you spend in the sisters marinas* and use your points to indulge yourself with free moorings, hotel nights and so much more !

Join the community now ! The more we are, the less we pay !



And receive a complimentary club burgee flag for every membership* completed before 1st April 2014!

Call now 020 3011 0800 or visit www.classicregattaclub.org

Monday to Friday, 9.00AM to 6.00PM. UK Time.

* Elite et Premier membership only. T&C apply.



Kirkland House, First Floor
11-15 Peterborough Road
Harrow HA1 2AX
United Kingdom

(+44) 020 3011 0800
www.classicregattaclub.org
contact@yachtregatta.co.uk
Part of the International Yacht Regatta Limited

Rustler

Rustler 44 | Rustler 42 | Rustler 36 | Rustler 33 | Rustler 24



At the heart of Rustler's philosophy is a firm commitment to developing truly unique yachts that are distinctive in looks, design and performance.

Rustler yachts stand out in a sea of clones. They are beautifully built. Built for real sailors and real situations.

Beautiful yachts, beautifully built

Rustler 42

Principal Dimensions: LOA: 12.81m Beam: 4.06m Draft: 1.82m Disp:11791kg Ballast: 4671kg

Tel: 01326 310120 | www.rustleryachts.com

Rustler Yachts | Maritime Buildings | Falmouth | Cornwall | TR10 8AD

Rustler
YACHTS

Broadside

A COMFORTABLE, EASY-TO-HANDLE BOAT DOES NOT HAVE TO BE UNSEAWORTHY, AS NAVAL ARCHITECT **TOM HUMPHREYS** EXPLAINS

Modern production boats are becoming more comfortable and easier to handle, but it doesn't have to be at the expense of safety and seaworthiness. And though certain design parameters are widely thought of as either good or bad in terms of stability, one parameter in isolation will not tell the whole story.

Design criteria differ significantly between a globetrotting, blue water cruising yacht, such as an Oyster, and a performance-orientated production yacht such as an Elan or an Azuree. Generally speaking, we would expect an Oyster to experience more severe weather in its lifetime and so comfort under testing conditions is more of a feature. This is why our Oyster designs have relatively heavier displacements, moderate beam and more balanced ends.

At Humphreys Yacht Design, we work on an extremely diverse range of designs, from racing and high performance to heavier cruising designs of both sail and power. We have always found that design innovations and developments from our racing yacht work regularly filter into our production yacht work.

In recent years we have noticed a growing synergy between shorthanded, offshore racing yachts and cruising yachts. Developments for designs such as our Class 40 and earlier Volvo 70 and Open 60 yachts apply also to many of our production designs.

Reduced crew weight is a fundamental problem with sailing shorthanded. This can be overcome by increasing the boat's initial stability to maintain sail-carrying power, which has paved the way for more powerful, beamier hull forms, as featured on most offshore racing designs.

Twin rudders are important here because at large angles of heel a centreline rudder would roll out of the water, increasing the likelihood of ventilation and loss of control. Ultimately, there is a slight gain in overall wetted area, but because they operate outside the wake from the keel, twin rudders are significantly more efficient, allowing each blade to be smaller than a single centreline rudder.

This increase in efficiency translates into less helm (and therefore drag) to balance the yacht across the full



© TOM HUMPHREYS YACHT DESIGN

'beamier hull forms... with smaller rigs and lower loading have made exciting offwind planing possible'

range of sailing angles and conditions, which is easier on the helmsman or autopilot. Under power there is a slight disadvantage in terms of prop wash, but we have found manoeuvring under power perfectly adequate on smaller-sized yachts. On larger yachts, bow and stern thrusters seem to overcome any shortcomings here.

The stability of beamier hull forms, combined with low centre of gravity T- and L-type keels, means lower displacement boats with smaller rigs and lower loading. This has made exciting, offwind planing possible – even on a production yacht. The current Elans are a good example of this. And while high performance is not often equated with seaworthiness, it can provide the ability to sail away from bad weather faster.

We have also introduced chines to a number of our higher-performance production yachts. Technically, they offer a clean edge for flow separation at high speed, but they are also a good compromise between low upright wetted surface area and high form stability at heel. Beside performance, other benefits include more accommodation volume, larger cockpit space for entertaining and relaxing and greater stability at anchor.

Rig configurations and sail handling systems have also benefited from offshore racer design. Asymmetric spinnakers flown from a bowsprit have made hoists, gybes and drops far easier to manage when cruising shorthanded or for less experienced crews and owners. With twin rudders, rigs have been moving steadily aft. This reduces the size of the mainsail and increases the foretriangle area, giving a more manageable sail plan for shorthanded sailing that is easier to reef and change gears with the conditions.


Production yacht design is very much about finding the best compromise between comfort, safety, performance and cost and the intended use of the yacht should always be central to that interplay.

YOUR VIEW

What do you think of modern trends in yacht design?

 www.facebook.com/SailingToday

 www.twitter.com/SailingTodayMag

 editor@sailingtoday.co.uk

TOM HUMPHREYS is a director at Humphreys Yacht Design and has worked on Oyster, Elan and superyachts

Cruising

RUFF'N IT IN THE CARIBBEAN

Iain Lewis turned a daydream into reality when he set sail for the Caribbean in a 34-footer







Clockwise from top left: Space for one more aboard this bus in Grenada; the pearlescent waters off Bucks Island; sunset in the USVI; the spinnaker gets an airing at last

As I queued on the motorway I spied the yachting magazine on the passenger seat and thought how great it would be to give this all up and sail to the turquoise waters of the Ionian Sea. It was, therefore with some surprise that only 12 months later I found myself at the top of the Caribbean chain having sailed from England. But we were now readying *Ruffian*, our Sadler 34, for the trip to America.

Ruffian, my wife Fiona and I had arrived in Barbados five months

earlier after crossing the Atlantic from the Cape Verdes with a tentative plan to take in as many of the islands and anchorages in this cruising playground as possible and to understand what makes it possible for the Caribbean islands to be so close to each other but so different.

Barbados was a great introduction to island life. There was the bustle and drive of a financial services and knowledge-based economy, but there was also an underlying chilled out Caribbean rhythm. This extraordinary juxtaposition was perfectly outlined in some of the

hiking we did as we waited for our US visas to come through.

One night we joined the Barbados National Trust for a 'stop and stare' night walk around one of the plantations – described as a “gentle, moonlit, three hour stroll”. We thought this would be great to both get some exercise after our lethargic Atlantic crossing and get to know some locals. We knew we were in trouble when everyone turned up wearing jogging gear complete with hydrapacks. Stop and stare it was not, but at least it got us moving.

With US visas in hand it was time for us to head to Grenada in the well-trodden eastern Caribbean. This was to be the last time for a while we'd be sailing at night and making easy miles with a poled out genoa and full main. We had not sailed with the wind closer than 150 degrees apparent since we left Portugal 3,000

Crossing the Atlantic

Safety in numbers

With three people on board we were able to run a three hours on six off watch rota. We had 'community time' where we were all on deck sailing together in the afternoon, the watch then reset at 6pm. We had no rota for maintenance as this often changed depending on conditions.

Northeast trades

We hoped we'd be sailing downwind for days on end with 20 knot winds. This is exactly what we got and so sailed most of the Atlantic with a poled-out, goosewinged genoa and the main on the other side on a preventer. We found this stabilised *Ruffian* as we surfed down waves.

Prep work

Preparing for our Atlantic cruise we made extensive modifications to *Ruffian*. We replaced the chainplates, upgraded the mainsheet track, fitted a holding tank, installed wind, solar and towed power generators, as well as new instruments and autopilot rams.



‘The waves generated from over 2,000 miles of Atlantic pushed Ruffian on’

miles ago. We knew after Grenada this easy, sailing would be over.

Grenada bound

After a night at sea (where we could sail in bare feet and shorts) we watched the sun rise over Grenada. The waves generated from 2,000 miles of Atlantic pushed *Ruffian* on towards land along with the usual 20-knot trades. After sailing in Europe this consistent weather was a joy.

In Grenada we were finally in the Caribbean of the guidebooks. Reggae blasted out of every house, everybody touched fists in greeting and the buses ran around the islands at breakneck speeds.

With a little patience and research it is possible to use the buses to visit every corner and sight on the island. They run incredibly frequently and are so cheap they’re almost free. Our highlight was taking a bus to the top

of the mountains and then the honeymoon falls where water plunges 50ft into a heart shaped pool with vivid, deep blue water. We had struck out on our own, so were lucky enough to experience the majesty of the falls alone.

As we started the hike away from the falls, a cruise ship tour arrived, turning the place into a circus. The shouting and whooping from all the white pasty wobbly people along with the locals who sensed a money making opportunity removed all the natural wonder that the falls held only moments before.

Leaving Grenada we were off to the islands around the Tobago Cays in the form of Carriacou, Mayerou, Union and Petit St Vincent. Sailing up through the Windward Islands we suddenly realised how they got their name. We had to relearn how to sail upwind; adjusting cars, travellers,

Caribbean kit

Manson anchor and chain

Manson Supreme, one size larger than specified, with 60m of chain

Oxelo scooters

Our scooters give us the benefits of bikes without the storage problems

AIS transponder

As well as navigation, there is also the benefit that friends and family can be automatically notified of your position via www.marinetraffic.com

Generating power

Offshore we use an Ampair towed generator which converts to a wind generator when we’re at anchor. We also have an 80W solar panel

Butyl tape

Butyl tape is just a sealant, not an adhesive, and it never dries out.

Bimini

We had Crystal Covers make a bimini that can be converted into a cockpit tent. Shade below, solar panel on top

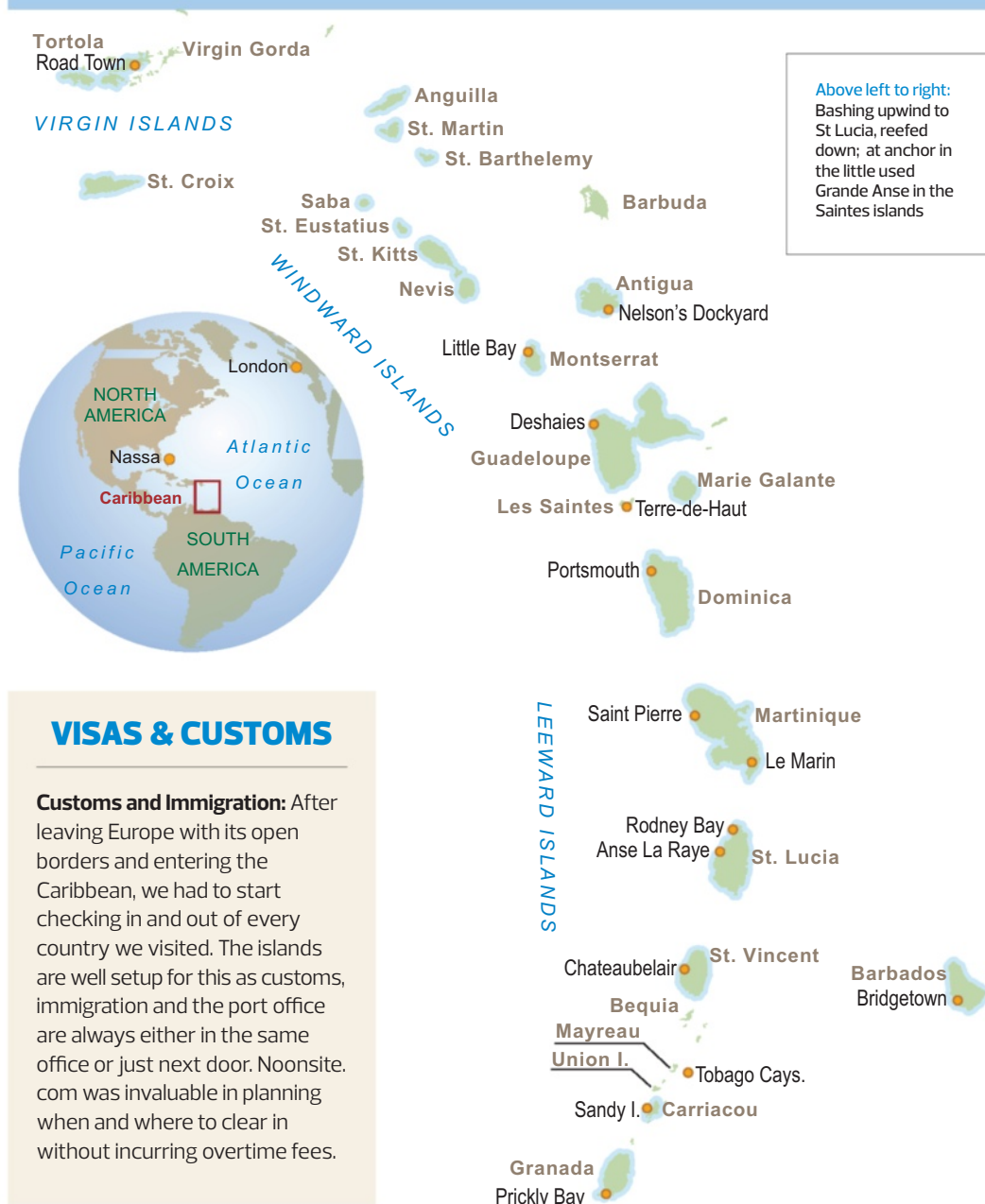


sheet tensions and working every wave, but were still shocked at our low VMG with neither the wind nor the waves helping us. The long honeymoon of downwind sailing was well and truly over.

In Carriacou we finally had our idyllic Caribbean stop at the uninhabited and aptly named Sandy Island. Here the prerequisite palm trees swayed in the wind and waves crashed onto the little reef that *Ruffian* was anchored behind and amazingly we were all alone. The snorkelling was breathtaking, with abundant colourful fish.



RUFFIAN IN THE CARIBBEAN



VISAS & CUSTOMS

Customs and Immigration: After leaving Europe with its open borders and entering the Caribbean, we had to start checking in and out of every country we visited. The islands are well setup for this as customs, immigration and the port office are always either in the same office or just next door. Noonsite.com was invaluable in planning when and where to clear in without incurring overtime fees.

Anchor check

Everywhere we stopped we could see the anchor hit the bottom and follow the chain all the way back to *Ruffian*. In these waters it was almost compulsory for us to dive and check the anchor, not because the holding was poor but because it was such a pleasure to dive down, hold onto the hoop on the Manson Supreme and survey our fine ship bobbing above us.

Union Island, which was our port of entry into St Vincent at the Grenadines, felt like the entrance to a huge theme park. The boat boys, anxious to make a couple of dollars, tried to 'help' us anchor whether we liked it or not and the docks were doing brisk business selling water and hyper-inflated food and beer to the guests on charter boats.

One day after hiking the hills in Mayreau and taking in the views of the Tobago Cays we happened across some fellows harvesting a fruit from trees that were everywhere. They were generous enough to educate us in the joys of tamarind trees and their sweet fruit, which we ate with relish everywhere we walked.

We had heard that there were deals to be done at some of the boatyards for hauling, painting and general maintenance during the high season for sailing and therefore the low season for yards.

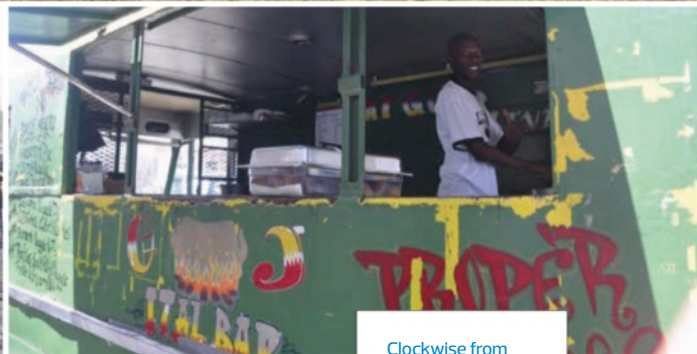
The IGY yard at Rodney Bay in St Lucia to the north gave us a great quote for the work we needed, but we only had a week to get the boat there. We therefore flew the chain spending very limited time in Bequia or St Vincent.



'While children played on the beach, thumping tunes raised the roofs of the little shacks'



Clockwise from top left: Anchored in yet another stunning bay; knowing what is in season can really cut cruising costs; keeping our spare laptop up to date; one of Grenada's breathtaking waterfalls



Clockwise from top: The healthiest reef in the eastern Caribbean at Bucks Island; landing on Tintamarre, St Martin; local eateries can create some amazing dishes; the guys at the IYG yard at work on *Ruffian*

Back to reality

If the Grenadines were a theme park then Bequia marked the exit into the real world. There we found many of the friends we had met on the other side of the Atlantic and some we had sailed across in loose company with. We also found a strange mix of tourism and commerce, where sailors were not just an income stream.

Moving further north we approached St Vincent with some trepidation. We had heard about boardings in Chateaubelair, the northern most bay on the island and how this was not a recommended spot for cruisers. We felt even more exposed as we were the only boat in the bay and hadn't seen another yacht since putting our nose into Wallilabou Bay where *Pirates Of The*

Caribbean was filmed. As a precaution we went to bed anchored well offshore, with a foghorn and searchlight to hand.

In the event, Chateaubelair and its boat boys were charming. The lack of sailors and bad press was hurting the local economy and we are really pleased to report that after further research the attacks were long ago and the four culprits caught and jailed. In future years we'll make the effort to support this little town.

After slogging upwind, we were finally in the lee of St Lucia's famous Pitons. We anchored at Anse la Raye, on a Friday night and the jump-up was in full swing. While children played on the beach, thumping tunes raised the roofs of the little shacks selling beer and barbecued meat.

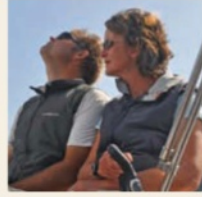
After hauling and relaunching from the IGY yard in Rodney Bay we felt like a revitalised boat. Splashing down, our bottom was clean and covered in paint with such high tin and copper content we'd be considered toxic in Chernobyl. Sailing north through the Leeward Islands was a joy, we had an extra turn of speed and finally the wind was behind the beam more often than not. Our oilies were now in deep store and Dubarrys had been consigned to a locker.

European theme

North of St Lucia there is a small part of Europe in the form of Martinique, Guadeloupe and the Saints. This really is France with a Caribbean twist. The anchorages were all picture

GET IN TOUCH
Where's your top Caribbean anchorage?

-  facebook.com/sailingtoday
-  twitter.com/sailingtodaymag
-  editor@sailingtoday.co.uk



ABOUT THE AUTHORS

Iain and **Fiona Lewis** were experienced international dinghy racers when they purchased their first yacht, a Sadler 34, in June 2011. After two years aboard they have clocked up 15,000 sea miles. Follow their adventures at www.sailblogs.com/member/s34ruffian



RUFFIAN

Sadler 34
1990

LOA: 34ft 9in (10.6m)

LWL: 27ft 10in (8.5m)

Beam: 10ft 9in (3.3m)

Draught: 5ft 10in (1.8m)

Displacement: 5,800kg (12,000lb)

Upwind sail area: 660sqft (61.1m²)

Engine: Volvo Penta 2003

Berths: 5

massive winches and a flurry of activity around the bow and mast. They gybed around little *Ruffian* just like we were a race mark without losing any speed. That night, after finding the smallest of spots to anchor, we counted 113 red masthead lights around us. The rich were in town with their toys.

After sailing north throughout the eastern Caribbean in easy day sails it was time for a night passage from Anguilla to the little-visited US Virgin Island, St Croix.

It really was America in the sunshine and we were pleased to be able to use our hard-won US visas for the first time. On St Croix, we found huge SUVs, fire hydrants and little league baseball. At Bucks Island, where we anchored in the lee of a tiny spit of sand, the snorkelling was the best we found.

After five months in the Caribbean did we ever really work out why the islands are so different or what makes them tick? The answer to both questions is a resounding no. We just have to return to the warm blue waters to perform more research. 🌊

perfect, where cheap red wines and amazing cheeses are available in the smallest of shops. We greedily dined out on this fine fare and stocked up for the weeks to come.

Martinique was remarkable for the wildlife we saw. There had been plenty of opportunity to swim with fish and turtles further south, but in Martinique we were given an unforgettable show by a Humpback whale as we neared St Pierre. In the flat water in the lee of the island the whale was breaching and showing us his distinctive white flipper. The crowning glory was as he dived deep, never to be seen again, tail drawing high into the air and disappeared without making a ripple.

We pushed north quickly to St Barths taking in as many of the islands as we could, including the live volcanic isle of Montserrat and the dormant one of Statia. The draw of St Barths was its legendary regatta, the Bucket. As we reached north in a brisk breeze we witnessed a spectacle never before seen, as five J-Class yachts limbered up for the racing.

Our hearts were in our mouths as both *Braveheart* and *Ranger* dialled down around us, sheets creaking on

We even managed to catch some fish en route to Grenada





Waiting for the afternoon breeze to fill in can provide time for boat housework or a leisurely breakfast



Sailing can be a pleasure and a pain, and it always amazes me how the places that we cruise to are coloured by the passage to get there.

This was borne out recently for us when we visited Alghero in northwest Sardinia for the second time after a two-year gap.

On our first sail from Menorca to Sardinia at the end of October 2011, we chased a storm all the way across the abyssal plain. It was a long, arduous trip in a lumpy sea and upon sighting Alghero we agreed to head for a marina and get some rest. It was also our first experience of the Italian mariners coming out in their tenders (as well as a friendly bottlenosed dolphin) to vie for our business, but we were beyond caring about price comparisons.

Two years on was a different experience altogether. The crossing was a beam reach with a comfortable northwesterly; not the normal Meltemi from the Gulf of Lyon, but a good Force 4/5 and a clear night ending with a couple of hours motoring at first light.

It was a rapid 30-hour crossing from Mahon – “Champagne” sailing and to cap it all we caught a hefty tuna. So when we arrived at the Capo Caccia with its impressive limestone promontory standing 150m high in bright sunshine, we decided to find an anchorage for a beer and a rest.

East of the Cape are two bays and the second looked the cosiest, a place called Tramariglio. However, it was fairly shallow, so when a southeasterly breeze filled in during



SECRET PLACES

Porto Conte

Linda Jenkins finds a locals-only anchorage within striking distance of Alghero, Sardinia

the afternoon, and mindful of our 2.3m depth, we upped anchor and headed further into Porto Conte Bay. In fact, it is more of a small gulf – to the northwest of Alghero.

Porto Conte has a scant, rickety marina for locals’ boats and a surprisingly large amount of space in the bay for anchoring. Our CQR went straight in and stuck in the sandy mud (we often have problems with it in the seagrass of the Med) and we joined the four other multinational boats at anchor. The depth at 3m was a bit shallow for “Pleiades”, but it looked more likely to get a small fetch at most, so we felt very snug.

Three days later we were still delighted with our find. Porto Conte is a long sandy bay (about five miles around) fringed with pine woods and scrubland. On first inspection, there doesn’t seem to be much there.

Our stay in Sardinia started at the beginning of June and it is rather



PORTO CONTE, SARDINIA: 040° 35' .79N, 008° 12' .70E



questionable as to what shops and restaurants would be open out of season in Porto Conte, but it is enchanting and certainly preferable by far from paying the €70 per night for a 50ft (15m) berth in Alghero. We believe that many yachts pass Porto Conte by as we did originally, but we will definitely be back. And the final plus is its proximity to Alghero airport for any interloping sailing guests.

The region more generally is a perfect stop-off for boats heading north to Corsica or to the north coast of Sardinia. After a journey of only 20 miles, through the shallow Fornelli Passage (not for the faint hearted skipper), another handy stop-over is Stintino on the Gulf of Asinara. A sweet little town with two harbours and a fleet of traditional Dhow yachts.

Ryanair operates flights to Alghero, Sardinia from London Stansted several times a week.

Porto Conte

The marina is very shabby and Italian with an on-site coffee bar and extremely friendly dive shop which will download the latest weather for you, as well as organising dive and snorkelling trips to the Caves on the Capo Caccia. There are 300 caves in the area, including the famous Neptune's Cave (2,500m of stalacmites and -tites which you can also walk to) and the Grotto Verde.

The provision shop is a dusty 1km walk inland with the occasional house and wild tortoise en route. It is busy with Sardinians all talking at once and with gusto – a mixture of friendliness and *farniente* (idleness).

We had a wonderful lobster linguine in the restaurant next to the Porto Conte marina for €70 for two, including wine.

City of Alghero

Outside the marina there is a bus stop with a regular service to Alghero. A 20-minute bus ride along the coast and through some beautiful agricultural scenery for €3 each is worth the trip for sightseeing, drinking, eating and watching the world go by from the city ramparts. Alghero is famous for its red coral and has a coral museum amongst its other historical attractions.

Local archeology

Nearer to the boat, we found one of the thousands of Sardinian *nuraghe*, – archaeological structures not to be missed. Dating from 1,500BC, the site was originally a fortress with 200 stone huts. It's a bit like visiting Stonehenge but actually being able to get up close and touch history.

Guided tours of the nuraghe take place on the hour in season and can be booked through info@coopsilt.it

Wine tasting

Also in the area, the Sella and Mosca vineyards of Sardinia's best-known wine producer are said to be worth a visit, but sadly we ran out of time.

Tell us about your own secret place, or share your thoughts river cruising or on any sailing issue



www.facebook.com/SailingToday



www.twitter.com/SailingTodayMag



editor@sailingtoday.co.uk




CORNELL
SAILING

OCEAN GOING

CRUISING GURU AND FATHER OF RALLYING, JIMMY CORNELL IS EMBARKING ON ONE LAST EPIC CIRCUMNAVIGATION. [SAM FORTESCUE](#) MET HIM ASHORE

For one of the big names of cruising sailing, Jimmy Cornell lives in a surprisingly un-nautical flat overlooking the British Museum in London. The 73-year-old lives on the top floor, at the wrong end of a punishing 100 steps. “Like climbing a mast every day, but without the harness,” he jokes.

The Romanian-born sailor (he was named Dragos by his parents), is best known for launching the Atlantic Rally for Cruisers in 1986. Long before he escaped Romania in 1969, Jimmy developed a powerful entrepreneurial instinct, and was known as Mr Fix-it by the film production company he worked for in Bucharest.

But he feels that the ARC has lost its way, with a stripped-down racing boat setting a new course record last year. He also believes the rally is too expensive. Not that the cost is discouraging sailors. Demand for places has pushed the ARC to expand with a new format via the Cape Verdes this year. And it’s not just the ARC, either, as other organisers have launched Atlantic rallies, including Jimmy himself, with his Atlantic Odyssey.

“How do you compete with the ARC? The only way is to give everything to the sailors. Everything I got from sponsors I’ve passed on. The maximum cost is €500 (c£415), with under-16s free and a free haul-out.” The first Atlantic Odyssey left Lazarote in November and is feeding Jimmy’s three-year circumnavigation – the Blue Planet Odyssey.

There are those who look askance at the explosion in ocean rallies, and particularly the ubiquity of things like the ARC. But Jimmy is adamant: “I think it’s a very good thing – I’m very pleased it is happening. People like to feel part of an organised event. There are other people nearby in case of trouble, satellite tracking for families at home. But the main attraction for people is the safety factor, even if they don’t admit it.”

Jimmy’s role in promoting the global growth of sailing rallies has not been without its drawbacks. He has been blackballed from a well-known cruising sailing club because of it. “In spite of all my cruising,” he says ruefully. “But why shouldn’t people go if they want to?”

He has also come in for criticism since his announcement in 2012 that he would take a fleet of boats through the Northwest Passage as part of his Blue Planet Odyssey. Arctic explorer Bob Shepton, who this year became the first to compete the Northwest Passage in both

directions in a GRP cruiser (see p9), even wrote to Jimmy to urge him to keep “caravans” of boats out of the Arctic.

“I’m not taking a rally through the Northwest Passage,” Jimmy says quickly when I put this to him. “My aim is to get through in one season, and you can’t do that unless you are absolutely disciplined. It would be impossible to arrange support, hence no rally as such.”

He will leave Nuuk in Greenland with just three or four other boats to transit in company. There is no organised element to it. “This is an undertaking by a number of like-minded people. It’ll be like the Second World War convoys – if you get left behind, you get left behind.”

After the Northwest Passage, which he’s sailing with his daughter Doina aboard, Jimmy plans to strike off south to Hawaii, then on to Micronesia, Guam and Japan if there’s time. He says he’d like to return via the northern Indian Ocean. I raise an eyebrow – northern Indian Ocean as in Horn of Africa and Suez? Jimmy nods. “This will be in

2016. A lot can change, but I don’t know whether it will be safe. However, I won’t take a risk on it.” If the pirates are still active, he will take the Cape of Good Hope route.

The main bulk of the rally will pass through the Panama Canal and take the southern Pacific route, through the Torres Strait and up to rendezvous with the northern fleet in Singapore. With individual starts in Cape Town, Sydney, Rio, New York, Vancouver and San Francisco, the logistics are daunting.

Add to that the fact that the rally is performing some useful scientific experiments en route and you get a sense of how busy Jimmy is at the moment. The first leg, the Atlantic Odyssey, has already reached the Caribbean, releasing drifter buoys that will monitor atmospheric and oceanographic conditions and relay it via satellite to UNESCO scientists.

In fact, Jimmy is very proud of the Odyssey’s focus on climate and the environment. “We are making the point that there are sailors who are concerned by the environment. By sailing to low-lying atolls at risk from rising sea levels, we can raise awareness about the central issues and threats facing our oceans today.”

The rally aims to minimise its own environmental impact, by cutting the packaging that boats carry; which often finds its way as rubbish onto beaches or landfills on remote islands.

Jimmy has had a boat specially designed for the trip by French aluminium specialists Garcia Yachting in Cherbourg.

‘The main attraction for people is the safety factor, even if they don’t admit it’



Clockwise from right: Jimmy's first boat, the GRP ketch *Aventura*; cruising Antarctica in 1999; sketch of *Aventura IV*, still in build with Garcia Yachting; Jimmy, Gwenda, Ivan and Doina in Fiji in 1978




saloon design which means there are 270° views from the raised chart table. "She's got electric winches, a chain locker just for'ard of the mast to concentrate weight in the centre of the boat, and two collision bulkheads. All for less than €500,000."

Jimmy and Garcia believe this will be one of the most flexible and capable production boats available – at home in the high latitudes and in the Tropics. "In my view, the French build the best aluminium boats in the world," he says.

The day after we speak, he's jumping in the car to drive to Cherbourg with a boot-full of kit for the yard to fit. Does he think there's too much technology in sailing? "I am not a purist," he says without hesitation. "Captain Cook would have been the first to install GPS if he could have done, so you shouldn't knock people who install technology." He admits, however, that it can breed a false sense of security.

This is to be his last big trip. Jimmy admits that he doesn't have another circumnavigation in him after this, and anyway, his wife Gwenda is dead against it. "She's quite annoyed with me," Jimmy admits. "I'm trying to sweeten it by saying we're going to some nice places. But when you've been together for 50 years, I know I am being selfish."

His attitude is all or nothing. After this, he's planning to hang up his seaboots for good. "I'll never be interested in coastal cruising, and I would never keep a boat in a marina just for drinking G&Ts. I love being at sea by myself in the middle of the ocean, where I feel at ease and very satisfied. Think of a night watch, where all you've got is the sound of the sails and the wind and the water. I'm always puzzled when people say that's the bit they don't like." 

JIMMY CORNELL has published a range of best-selling books, including the highly regarded *World Cruising Routes* and *A Passion for the Sea*

He has poured a lot of himself into the specification and the design of the Exploration 45, which will then become a production yacht. "They've sold four of them already," Jimmy tells me.

Oddly for a world-girdler, the boat only has a centreboard – all her 4.3-tonne ballast is in the bilges. Jimmy dismisses any stability concerns. "My last boat was a centreboarder, an Ovni, and I was knocked down near Tower Bridge by a gust coming off one of the tall buildings. The spinnaker was touching the water, but the boat came straight back upright. Centreboard boats obviously can have stability."

So confident is he about the stability of the boat that he has even added a low coachroof, extending aft from the companionway to protect the front part of the cockpit. He is particularly keen on this feature. She also has a deck

Fouling?

Don't fight it. Release it.

Silicone fouling release




**REVOLUTIONARY
FOULING CLEANING**

LOW FRICTION

FOR ALL TYPES OF BOATS

Discover HEMPEL's latest innovation and technology achievement – new Fouling Release System! This amazing biocide-free product is based on silicone and hydrogel, which gives the coating surface water-like properties making it difficult for fouling organisms to attach to the hull and easy for them to be removed when the boat is in motion. Other amazing benefits are simple fouling cleaning and easy re-application, resulting in long term cost reduction. **SILIC ONE** revolution will dazzle you with superiority. So, why wouldn't you give your boat a completely new treatment?



GULL'S EYE

FOWEY HARBOUR

Fowey is as useful as well as a pretty bolthole, finds **Jake Frith**

Nestled on Cornwall's intricate south coast, Fowey is conveniently located approximately halfway between the useful all weather ports of Plymouth and Falmouth.

The county has no shortage of picturesque coastal towns and villages, but many of them lack even the most basic amenities. While Fowey's picturesque looks have not been sullied by such atrocities as supermarkets, it does have decent general stores for provisioning, as

well as a chandler, boatbuilder and a sailmaker. The harbour has also escaped the relentless march of development and has retained a great deal of charm because of this.

Being a ria, or flooded river valley, the natural harbour is deep and well enclosed, making it a port of refuge in pretty much any sea conditions. There are also plenty of visitor moorings for all sizes of boat, from small dinghies to the large coasters that still service the china clay industry, whose epicentre remains the Fowey River. I was surprised to learn on our visit that an

Main: The Harbour Board Offices are at the centre of Fowey's pretty waterfront

RUN ASHORE

Well and truly on the West Country tourist trail, the town has no shortage of excellent eateries. One of the most highly regarded is Sam's in Fore Street just a stone's throw from the harbour office. It also has a beach-based offshoot; 'Sam's on the Beach', which is located in the ex-RNLI station on Polkerris Beach, and can be reached by boat in settled weather. The two sailing clubs in town, Fowey Gallants and Royal Fowey YC, both serve food and welcome visiting sailors. There are also five pubs serving food.

If the weather is unsettled or you just don't fancy pumping up the dinghy, the harbour taxi runs until 23.30hrs from May to September and can be reached on **VHF CH6** or on **T:07774906730**



Local berth holder

Rob Slack – Hallberg-Rassy 36



"We're second home owners with a property over the water

in Polruan and have kept boats here of one sort or another for 11 years. We've gradually upsized from a dory to a Fowey River, the pretty local one design centreboarder (*above*), then a Cornish Crabber.

The Crabber whet our appetite for going further afield

so we finally upgraded to the Rassy, which regularly takes us as far as the Channel Islands.

Crew changes take a bit of planning here as there is no railway station in Fowey. There is one over the hill in Par, although that is a bus and watertaxi ride away."

ocean cruise ship had recently left this snug-looking river, so don't be deceived by the cute waterfront; this is still a proper working port.

Fowey is a destination in itself, and the things to see and do are manifold, from the Daphne Du Maurier literary centre in the town to the Eden Project, a short bus ride away.

SoLent: 13.30 hrs 04/08/13

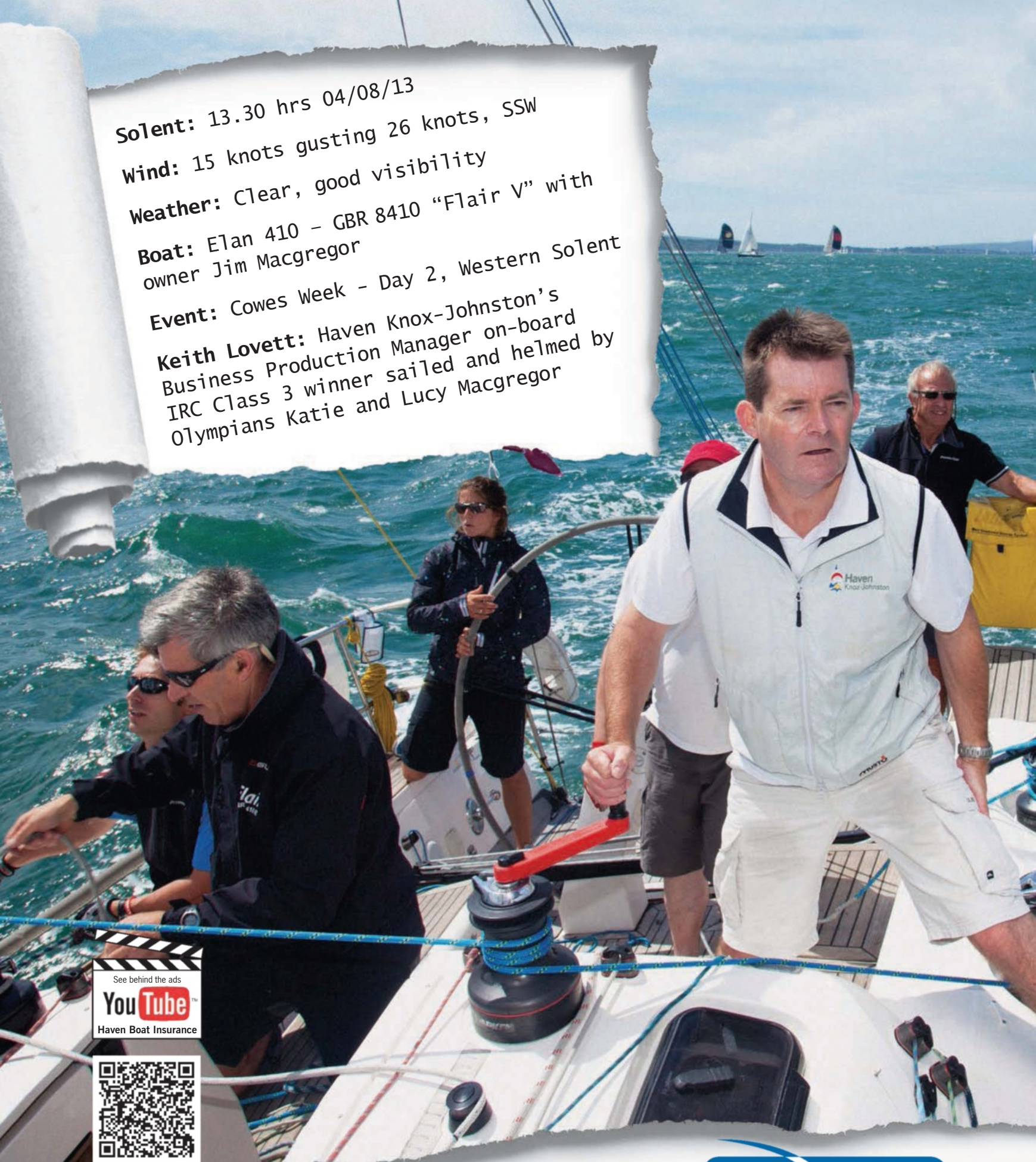
Wind: 15 knots gusting 26 knots, SSW

Weather: Clear, good visibility

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

Event: Cowes Week - Day 2, Western Solent

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



See behind the ads
YouTube
Haven Boat Insurance



Together we've got it covered

Call now on 01732 223 650 or visit www.boatinsure.co.uk



SPECIALIST BOAT INSURANCE



Red rocket

Looking somewhat akin to a giant firework, the sectored light situated on Whitehouse Point to the south of the town also acts as a day mark

GULL'S EYE

FOWEY HARBOUR

50° 19' -62N, 004° 38' -47W

Entrance

It can get lumpy in the entrance in a strong southerly, but there are no significant hazards and the headlands are steep-to



Traffic

Surprisingly large ships use the port of Fowey so always keep a good lookout, especially astern



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



Hall walk

Take the passenger ferry across to Polruan and follow the signs around the downs to the car ferry at Bodinnick

Visitor moorings

Most of the visitor moorings are situated here off Polruan and in Pont Pill, the inlet situated to the east, opposite Fowey town

FACTFILE FOWEY HARBOUR

Contact: +44 (0)1726 832471
www.foweyharbour.co.uk

Berths: 100+

Facilities: Free Wi-Fi, Fuel, 8-tonne hoist, toilet/shower blocks and laundrette, chandlery, marine engineer, restaurants

Tides: Dover -0540

VHF: Channel 12

Costs: £18.50 (overnight stay for 35 footer)



Passage planning

FOWEY HARBOUR: 50° 19' .62N, 004° 38' .47W

Deep draught yachts can enter Fowey at any state of the tide. There are no offlying dangers in or around the approach and the tide is only likely to reach a maximum of 1.5-1.75 knots through the entrance on a spring ebb. This means the Fowey River can be considered a safe haven in virtually all weather conditions. Although, when the ebb is strong, combined with a strong southerly wind fighting it, the sea state at the entrance can be turbulent.

Coming from the east, the entrance can be tricky to identify, so look first

for the red and white day mark on Gribbin Head, two miles to the southwest. The entrance itself is about

‘The Fowey River can be considered a safe haven in virtually any weather’

Above: Spellbinder, an Oyster Heritage 37, passes St Catherine's Castle

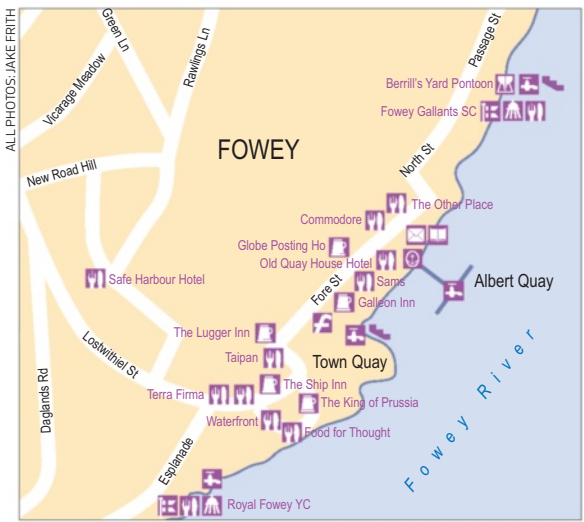
one cable wide at its narrowest and the harbour officially begins on a line between St Catherine's Castle on the west side and the white cross on Punches Cross Rock on the east side.

In darkness, the approach is marked by the sector light on Fowey

lighthouse to the west of the entrance. Once in the vicinity the entrance is marked by the sectored light at Whitehouse Point (ISO. wrg.3s11m11-8M) and the port and starboard flashers each side of the entrance. At night, keep in the white sector of the Whitehouse light until abeam of Polruan Castle to the east.

In fog, try to keep outside the main shipping channel where possible and maintain a listening watch on port working channel 12. Fowey pilots work on channel 9.

The main surprise on entering the beautiful Fowey River for many visitors is the likelihood of

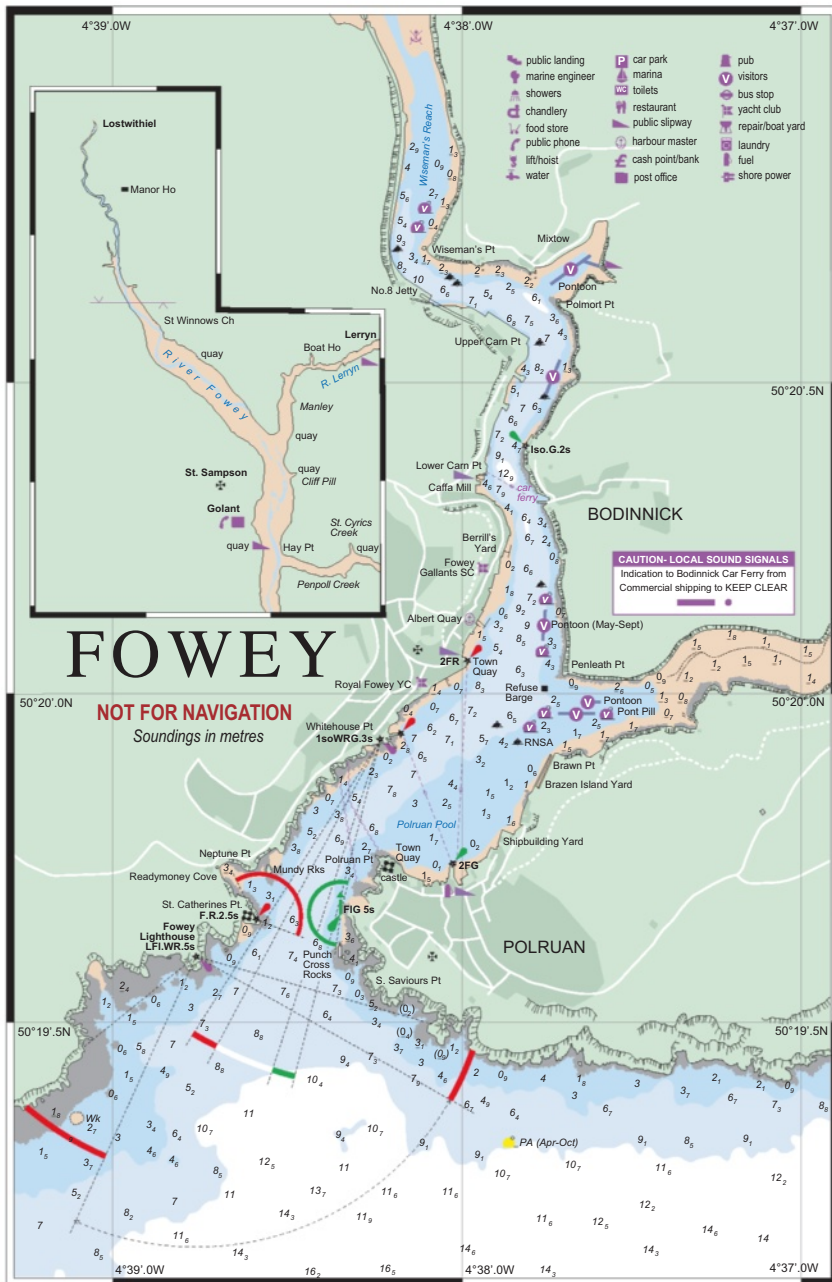


CRUISING GROUNDS

The south coast of Cornwall boasts some of the most picturesque and best protected sailing and cruising grounds in Europe. First stop to the west is the fishing harbour of Mevagissey which can accommodate a handful of visiting yachts, but should be avoided in easterly winds. Falmouth, with its numerous creeks and tributaries can provide a week of protected exploration and is just over 20 miles away to the west. The Scillies are attainable in a week's round trip.

To the east the pretty drying harbours of Polperro and Looe can provide outside anchoring in settled weather. Plymouth is the next stop to the east with its large all-weather port and extensive yachting facilities.

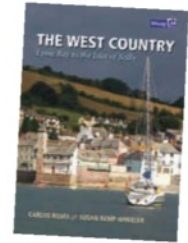
The Fowey River itself is navigable by small craft all the way up to Lostwithiel. The east tributary (River Lerryn) can take those with similarly shallow draughts all the way up to the pretty quay at Lerryn, where the Ship Inn beckons.



Reader offer

SAVE 10% on IMRAY charts and pilots

- Admiralty: 1267, 148, 31
 - Imray: C10, C6, 2400
 - **The West Country**
– Callos Rojas & Susan
Kemp-Wheeler
 - Price £29.50
- www.imray.com



picking up a harbour visitor mooring.

Most of the visitor moorings are situated on the east side of the harbour at the north end of Polruan Pool, north from Penleath Point and in the entrance to Pont Pill. There are also shore-linked visitor pontoon moorings and toilets/shower facilities at Mixtow.

North of the China clay wharves in Wiseman's Reach, moorings may also be available. There are harbour patrols on duty from 08.00hrs to nightfall in the summer. One of their principal jobs is to allocate moorings to visitors, and they can be contacted by calling 'Fowey Harbour Patrol' on VHF channel 12.

If continuing to the visitor moorings north of Bodinnick, be aware that the Bodinnick car ferry, although not a chain ferry, manoeuvres with difficulty in strong winds and tides. It can be contacted on VHF channel 8 if you are unsure whether you are safe to pass.

The speed limit throughout the harbour is 6 knots.

encountering commercial traffic up to 560ft (170m) in length and sometimes turning with the aid of tugs. There are six to eight annual cruise liner visits, and the china clay jetties still see regular traffic from

substantial coasters.

It is therefore strongly advised not to anchor near the main fairway, indeed, the same harbour dues are charged for lying to one's own ground tackle as are charged for

Below: Both Fowey's sailing clubs welcome guests and serve meals



Costs

VISITOR BERTHING CHARGES

Mooring	Price (35ft)
Per night (swinging)	£18.50
Per night (Mixtow pontoon)	£21.50

Discounts for multiple night stays (3 and 7 nights) are available outside the peak season of July and August. Monthly discounts are available by arrangement with the Harbour Office.



OFF WITH THE BOYS

ST reader Jim Hepburn
enjoyed Champagne
cruising in the whisky
waters of the Western Isles



Opposite: Off to explore the wild Shiant Islands
Above: Ian and Mick looking for the route through the Sound of Harris

Planning for our Outer Hebrides trip started in December. With crew members joining from points as far apart as Falmouth, Nairn, Chester, Helensburgh and Burnley, we needed to ensure the logistics were in place.

The itinerary was Ardfern via the Outer Hebrides and hopefully out by 7°W to the Island of Taransay, then across the Minch to Ullapool for a crew change. Originally, I planned to leave Ardfern on Loch Craignish on the west-going tide right, heading through the Dorus Mhor (“big door” in Gaelic) and through the Gulf of Corryreckan, famous for its very large whirlpool.

Algol, a Beneteau 37, was alongside waiting on the pontoon as we had arranged for the marina to bring her off the swinging mooring where she spends the summer months. After watering and topping up with diesel we were ready for the off, but delays on the M6 meant that three of the boys were going to be late! We needed to be away by 3ish to make sure that we were to the west of Corryreckan but in the end we departed around 5pm.

It was good to be sailing with the team again, as most of us hadn’t seen one another since the last cruise. We were making 7.5 knots over the

ground and had rounded Craignish Point into the Dorus Mhor when the door slammed shut and we were down to 1.5 knots almost instantaneously. Time for Plan B: we bore away with the south-going tide and a northerly wind for Craighouse on Jura.

It was a cracking sail to one of my favourite anchorages, which is also home to the Isle of Jura distillery, which produces my preferred dram. In fact, I consider myself an honorary “Diurach”, as islanders call themselves. The north- and west-going tide in the Sound of Islay would give us an easy start early the next morning.

With the sun up, we slipped the mooring at 10am in the still-strong northerly air stream. Turning north in the Sound of Islay, we passed Port Askaig on the Islay side and the wonderful backdrop of the Paps of Jura on our starboard side, then in keeping with our style of cruising, we anchored off the Bunnahabhain distillery for lunch.

Clearing the Rubh a Mhail lighthouse, which stands sentry at the head of the Sound, we shaped a course for the island of Tiree. Midway through this 50-mile leg, we glimpsed the rarely-seen skerry of Dubh Artach, crowned with Stevenson’s 44m (145ft) lighthouse, before reaching Gott Bay and anchoring just



How to do it

CHARTER

Spirit of June – A range of six 40-footers at Badachro, www.spiritofjuneyachtcharters.co.uk

Alba Sailing – 31-46ft boats out of Dunstaffnage, Oban, www.alba-sailing.co.uk

Isle of Skye Yachts – 11 modern cruisers available from Armadale, www.skyeyachts.co.uk

COSTS: From £1,200 for a cosy 4-berth Hanse 320

WHEN TO GO: With climate change, the best time to sail the west of Scotland is now June/July. As well as better weather, you get near constant daylight, which helps on the longer passages. Twenty years ago, May was great, but early season gales are now too common

clear of the ferry pier for a quiet night off this almost flat island.

Champagne sailing

Overnight, the wind shifted south – where it stayed for most of the week. Ideal for exploring farther north. Sailing through the Gunna Sound next day and out into the Sea of the Hebrides in light winds, we gave Stornoway coastguard an ETA off Barra of 17.00hrs.

In the event, the wind increased to Force 5/6 and we made excellent time, arriving in the mist and rain to pick up one of the 12 visitors' moorings at 15.52hrs. VHF reception in many of the Scottish sea lochs is not great, so we gave Stornoway a shout as we entered Castlebay. As reception for mobile

Main: Lying off Wizard Island in the Wizard's Pool, South Uist

phones can also be non-existent up here, it is always good to inform the Coastguard where you are each night, just in case.

We settled down after the skipper served up a supper of chilli chicken. We tend to eat on board and have developed comprehensive daily menus each year for the cruise. We were enjoying a wee dram when the Cal Mac ferry arrived at 20.30hrs, with much thrashing under the counter as she turned 180° to berth.

Top on board gear

40kg Delta anchor

Complete with 20kg "Chum" – a weight suspended from the anchor chain to dampen swing and snatch

Garmin GPSMAP 751

Dual screen plotter with scrolling screen for depths is a great help on the west coast



Long shorelines

Two 100m-long 12mm braided nylon lines, for making off to trees and rocks



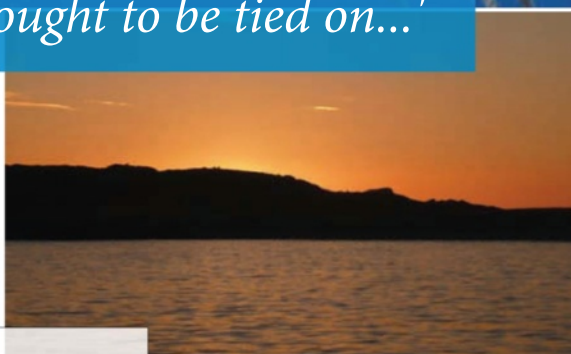
'I soon decided that if we were to get a night's sleep, we ought to be tied on...'

Power up

By the next morning, the wind had died to a Force 2/3, though still from the south. I'd noticed our battery voltage was low, despite good output from the wind turbine. I checked with a hydrometer and the fault seemed to stem from two of our four domestic batteries having a dud cell. Taking the two offline brought the voltage up to normal.

After that spot of engineering, we set sail to the north. The skipper was on the lookout for a lunch stop in a steadily increasing wind. Bagh Hartavagh bay at the mouth of Loch Boisdale provided a great place out of the wind and increasing sea on our way to Loch Skipport and the "Wizard" pool for the night.

Dropping the hook behind Wizard Island in 5m in mud, we let out 30m of chain. The wind was again up to Force 6/7 and forecast to go to 9, so I "chummed" the chain



Above: Twilight over Taransay

Above right: End of the day on the white sand Taransay

– hanging a 20kg weight off the curve of the chain to dampen snatching and reduce swinging. All the same, I soon decided that if we were to get a night's sleep, then we ought to be tied onto Mother Earth, so we upped anchor, moved round to the north of the island and took hawsers to the shore.

We carry two heavy ropes for such occasions, as some remote West Highland anchorages still have rings on the shore or trees to tie off to. We lay about 60m off the shore with the wind pressing her down, but the skipper slept soundly!



Poor prawn weather

We had a lazy start next morning. With the shorelines recovered and the wind moderating to a steady Force 6, we left the shelter of the Wizards Pool and headed north with the ultimate aim of taking on water at Kallin, an EU-funded "rock" harbour for fishermen.

The approach is now buoyed, but still shallow, giving less than half a metre below our keel at LWS. The mouth of the small harbour is at 90 degrees to a rip tide which flows across it, making entering interesting! We had lunch alongside a

fishing boat and a crack with the skipper and his crew as the heavy weather was preventing them from “being out on the prawns”.

Lunch over, we left for Loch Maddy with the aim of picking up one of three visitor’s moorings. The night’s entertainment was again watching the Cal Mac ferry come and go. The latest forecast was for much reduced winds and “fair” weather, so the skipper went to sleep mulling a plan to go west of 7° to the Island of Taransay!

The seas were off and the run through the Sound of Harris was almost in a flat calm. Past Toe Head and up to Loch na H-Uidhe on Taransay, we anchored on the east side in 4m on sand. The boys went exploring while the mate and skipper prepared dinner. The evening setting sun over the Atlantic gave the island a warm glow. A near perfect anchorage and well worth the visit.

Stopping off at Leverburgh on our way back through the Sound of Harris, the crew had a run ashore to buy gas and to look at the new RNLI lifeboat station (just a year old) and the new jetty for the local fishermen. Then it was on past Rodel and into Loch Grosebay and



ALGOL

Beneteau 37 Evasion
1982

LOA: 38ft 5in (11.7m)

Beam: 11ft 10in (3.6m)

Draught: 5ft 11in (1.8m)

Displacement: 8,000kg
(17,640lb)

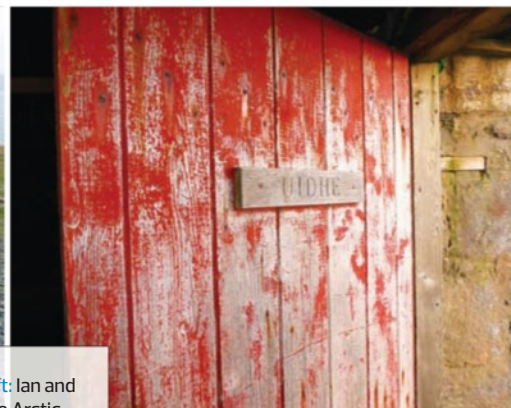
Sail area: 850sqft (79.9m²)

Engine: 60hp Yanmar

Designer: André Bénéteau



Above left: Ian and Ken at the Arctic Convoy memorial, Loch Ewe



Above right: Cottage on Shiant

up the narrow passage into the pool at Scadabay with the depth sounder telling us that there was nothing under the keel. With a bit still to go on the ebb, we settled into the deep mud. This goes against all sense, but that’s the beauty of the place: it is a totally sheltered small bay.

By now it was time to cross the Minch for Ullapool, our ultimate destination. But we still had time for a few stops. The Shiant Islands are mystical, set just east of Harris. We anchored on the east side off a spit that separates two of the three major islands, where an archaeological survey group was stranded with a broken outboard recoil starter. They would have been stuck waiting for their supply boat to return, but luckily we were able to help, repairing the motor on board.

Murmansk memories

Away to the east, mist was forming across a flat Minch and our destination for the night, Loch Ewe. Best known as the starting point for convoys to the Arctic supplying Murmansk during the Second World War, it is still to this day a NATO refuelling berth.

About an hour out we had visibility of no more than 50m, so I switched on the radar, just to be sure. We anchored on the west side of the Loch in Gaineamh Smo Bay, just off a sandy beach. Next morning a visit to the Arctic Convoys’ memorial was a poignant reminder of how cruel the sea can be. The now drizzly day painted a sombre backdrop as we left for our penultimate anchorage just east of Isle Martin, two miles northwest of Ullapool. The peaceful setting gave

The Arctic Convoys

The West supplied Russia with vital fuel, food and munitions during the Second World War, to keep the Eastern Front open. In total, some 1,400 merchant vessels escorted by warships sailed from Iceland, the US and the UK to the northern Russian ports of Murmansk and Archangel. From 1942, the convoys assembled in Loch Ewe during the winter months when ice prevented a more northerly route. Sailors on convoy duty were only recognised in 2013 for the sacrifice and the terrible conditions they had to endure, when they received medals at the unveiling of the Loch Ewe memorial.

us all time to reflect on the great cruise and, of course, plan next year!

Algol had covered over 300 miles and we’d had great sailing, enjoyed some superb anchorages, great company and in the main favourable weather. But we were all surprised about the lack of sightings of whales, dolphins, porpoises, and even how few sea bird this year compared with previous years. It doesn’t bode well for the future health of our seas. 🌊

GET IN TOUCH

What’s your favourite dram?



facebook.com/
sailingtoday



twitter.com/
sailingtodaymag



editor@
sailingtoday.co.uk

ABOUT THE AUTHOR



Jim Hepburn has been cruising the west coast of Scotland for over 30 years. He started messing about in boats from the age of 10 and has owned a variety of sailing dinghies and power boats over the years. He has sailed *Algol* since 1990 and

been part owner since 2007 with two friends. The boat is kept on a swinging mooring at Ardfern yacht centre for the summer.

Clockwise from top:
Bob and the skipper
runs ashore in the
evening twilight at
Taransay; *Algo* in
the Shiant islands;
Gob Rubh Uisennis
light in the Sound of
Shiant; Isle of Jura
Distillery



'We'd had great sailing, enjoyed some superb anchorages, great company and in the main favourable weather'



WINGS N' FINS



WITH AN EYE TO THE FUTURE, **TOBY HEPPELL** LOOKS AT SOME OF THE TECHNOLOGY THAT MIGHT FILTER DOWN TO THE CRUISING MARKET

We sailors like to consider our sport as largely unchanged over time. And indeed the basic principals of using wind energy to propel a boat forward remain the same. However, technology moves forward and the sport is evolving.

Racing – with the constant drive to gain the smallest advantage over the opposition – is often the forerunner of innovation, but this eventually filters down to the world of cruising. Usually these changes are incremental and offer differences in boats that we scarcely notice – the current trend for a wide powerful stern in cruising boats for example.

However, in recent years we have seen a number of developments set to filter down into the cruising world.

Foiling

Hydrofoils have become increasingly prolific, with more sophisticated control methods and cheaper high-strength, lightweight materials, making them less a device for the lone innovator and more feasible for the consumer.

Lifting a cruising yacht clean out of the water is still highly impractical – a boat up on hydrofoils is inherently unstable and requires extremely reactive and responsive steering and sail control mechanisms, beyond most current automated technologies thus ruling it out for the cruiser.

There are, a few designs currently being developed that may provide

large-scale foilers in the future. One such concept is the UK-based C-Fly (*below*), which promises high speed foiling without the possibility of a nosedive. The C-Fly's foils are self height limiting, providing less lift the higher the boat comes out of the water. Theoretically, this could evolve into a high-speed catamaran that foils itself, but we are still a way off.

'C-Fly promises foiling without the possibility of a nosedive'

Semi-Lifting Foils

We have seen many ocean racing catamarans incorporating 'c' shaped foils that provide some lift but leave parts of the hull in the water, either to reduce wetted area or to lift a hull onto a planing surface.

In the middle of 2013, makers of high-performance cruising cats, Gunboat announced their latest

C-Fly: The innovative British foiler has shown promise. The plan is for a larger version in the future.



Speed Tech

Paul Larsen used a solid wing sail combined with highly innovative foils to smash the world sailing speed record in 2013



HELENA ARVELD/VESTASSAILROCKET

model, the Gunboat G4. This high-end cruising catamaran features semi-lifting 'c-foils' to reduce wetted area but also includes all the comfort features one would expect on a large cruising multihull.

Although this type of foil is not new in the multihull world, a similar device appearing on the monohull scene is; Hugh Welbourne's Dynamic Stability System (DSS).

Welbourne has been testing the device on a number of platforms over the last eight years and has had a great deal of success. Perhaps the



PRODUCTION FOILERS

Hobie Trifoiler

The tri-foiler was introduced in 1992 and featured a pair of sails mounted on a catamaran platform with hydrofoils underneath. The boat looked more like two windsurfers than one boat and was discontinued in 1999 with around 200 sold.

International Moth

Perhaps the best known foiling sailboat. The first mass-manufactured foiling moth was the Bladerider in 2006. Many others have since come and gone, the current most popular design is the Mach2.

Phantom foiler

Modified as a hydrofoil test platform for the Groupama C-Class Catamaran World Championship campaign this summer, an update of the design can now be purchased. The Phantom was unveiled at the tail end of last year during the Paris Boat Show, where 15 boats were sold, this looks to be a big hit.

Laser

In August last year, Performance Sailcraft Australia officially unveiled a version of what will become mass-produced hydrofoils for the popular Laser dinghy. Though these have yet to be sold to anyone and rumours are that the cost might be on the high side, if these do take off and with 200,000 or so Lasers already out there, it could be the first truly mass-market foiling craft.

biggest coup thus far for the technology was the recent Sydney Hobart line-honours win by *Wild Oats XI* which was retro-fitted with DSS technology shortly before the race to keep her competitive.

The theory is simple; the DSS is a laterally mounted foil running through the middle of the boat, able to be extended out to leeward and move through the boat after a tack. With waterflow over it, the DSS foil performs two main functions. The first of these is to provide lift to the leeward side, effectively increasing



the righting moment – or to put it another way, the equivalent to a large number of crew sitting on the windward rail, thus increasing power and boat speed.

IN PRODUCTION The G4 catamaran from Gunboat offers lifting foils for the cruiser

The second effect the foil produces is to provide general lift and reduce wetted surface area of the boat. It is for this reason that Bob Oatley fitted the DSS foil to *Wild Oats XI*. He hoped it would provide the boat with a slightly more 'bow-up' attitude when reaching and running downwind, allowing her to surf

longer and more efficiently. It also increases power, allowing her to keep up with more modern, wider and thus more powerful designs.

Following the impressive win in the Rolex Sydney Hobart, *Wild Oats'* tactician, Iain Murray attributed a 5 per cent speed gain to the DSS foil when deployed in the right conditions. Welbourne is keen to point out that future versions of the DSS system could perform even better than this:

“[The Sydney Hobart] has been a great demonstration of the effectiveness of DSS, even when not allied with a purpose-designed hull and rig,” he said. “However, even when the configuration is less than ideal, it’s been good to see the dramatic benefits being well repaid in this victory for *Wild Oats XI* against a quality fleet, and reinforcing the belief we have in our technology and its application to varying design configurations.”

Ignoring the racer’s passion for speed, the DSS system’s second use on *Wild Oats* – offering a bow-up attitude – is perhaps of greater interest to the cruiser. “It gives us some more stability in those tighter angles and in the heavy downwind it lifts the bow by 300mm,” explained

RIGID WINGS

PROS

- ▶ The section shape and twist match the design shape
- ▶ Slotted flaps can develop a higher maximum lift coefficient
- ▶ Larger cross-sectional moment of inertia for greater stiffness and strength
- ▶ Less drag at low angles of attack due to avoiding windward side separation

CONS

- ▶ Inability to reduce area as the wind increases
- ▶ Heavier (generally)
- ▶ Difficult to transport and handle
- ▶ Must be “flown” all the time, making mooring problematic
- ▶ More expensive (many more parts, labour to construct)

Kites

The major attraction offered by kites is the way in which power can be transferred directly to the centre of a boat, low down. This provides power and forward motion whilst producing almost no heeling moment. Also, thanks to their increased operating altitude as compared to a conventional sail, they can be flown in higher and steadier winds than a traditional sail.

The inherent problem with using kites for propulsion is that of control. As with a small hydrofoiler, a small kite pulling a board that can be controlled by hand is relatively easy to trim. However, a kite large enough to pull a cruising yacht along is another matter entirely.

Controlling such a large kite, via some sort of winch system, is still possible but requires constant adjustment and so needs to be manually operated or have some sophisticated automatic trimming system in place.

Much of this technology is currently being developed as a means of reducing fuel consumption for large commercial vessels, but over time elements could well filter down into the cruising market.



BLUEPROJECT

‘the foil, when deployed, could significantly reduce yaw’

Wild Oats' skipper, Chris Links. This lifting of the bow could help make sailing downwind in a big sea a less daunting experience and reduce the chance of pitchpoling. In addition, Welbourne claims that the foil could significantly reduce yaw and roll by acting as an effective stabiliser, another significant boon.

Wings

Above the water, solid wingsails in the racing world are back in vogue and being widely discussed in a number of classes. As with the hydrofoiling technology, wing sails are not a new development as such,

having also first appeared in the middle of last century.

The performance benefits associated with a wingsail have long been well understood. In simple terms, a solid wingsail made from composite ‘ribs’ and skinned with a film provides a sail that distorts significantly less than a soft or material sail, a more efficient way of gaining power from the wind.

Efficiency is not the only bonus a wing sail offers over the more traditional soft sail, as 1983 America’s Cup winner John Bertrand explained: “Although there is a difficulty in stepping the wings and the number of people involved to do that, once on the boats, they significantly reduce the manpower needed on board.

“On an AC72 the mainsheet requires about seven tonnes of

ARE YOU EXCITED BY FUTURE TECH?

Get in touch with our experts!

 facebook.com/SailingToday

 twitter.com/SailingTodayMag

 editor@sailingtoday.co.uk



The Omer Soft Wing has some of the advantages of a solid wing sail but can be dropped and reefed

pressure to sheet in. If that were a soft sail it would be around 20 tonnes.”

This reduction in load comes directly from the sail’s rigidity, as the leech is not twisting – a force that is traditionally controlled with a combination of kicking strap, mainsheet tension and traveller. It is also the result of the sail acting as an efficient aerofoil – like a plane wing – and less like a parachute capturing the wind.

Of course, it is for this reason a wing works at its best, at angles close to the wind and not particularly well dead downwind. Due to this a wing is best used reaching backwards and



forwards sailing on apparent wind. This is why they have typically only been associated with very fast boats sailing high apparent wind angles.

Although the benefit of increased efficiency combined with reduced line loads would appeal to the cruising sailor the solid wing still faces two significant obstacles to adoption; the difficulty stepping the wing (Bertand points out it took a team of some 30 people to do it on the AC72) and the inability to reef, meaning they are only really suitable for inshore sailing in very predictable conditions.

Semi rigid

Several companies are currently working on a compromise between the two types of sail with various semi-rigid prototypes, which can be reefed, either already on the market or coming to market.

One of the most promising of these ideas is the Omer Soft Wing Sail – designed by ex-jet fighter pilot Iler Gonan – already commercially available through OneSails. This is essentially based on a rotating A-frame mast that supports the wing on both sides. It is made of three different sails: two main sails – one either side of the A-frame – and one leading-edge sail which effectively makes the nose or forward portion of the sail.

Hydraulics are required to tack the front and main portions of the sail but these and a mainsheet – which has reduced load - are the only controls required. As with all wings, it is said to struggle very deep downwind and is at its most effective on a reach. That said, the design is shorter and fatter than a solid wing – a lower aspect ratio - running better and sacrificing some efficiency in the process.

Although it follows many of the same principles as a solid wing, the Omer soft wing has some drawbacks and should be viewed as something of a halfway house. “The trade-offs are that soft wing sails are less aerodynamically efficient. They need bigger sail area (good for downwind),” explains Gonan. “Soft wing sails are good for cruisers, and are suitable and robust for recreational service. I believe that wings are the next step in the evolution of sails.”

Lewmar Evo Electric Self Tailing Winches

40EST Alloy £1399.95
45EST Alloy £1559.95
40EST Chrome £1459.95
45EST Chrome £1599.95



FROM
£1,399.95



Quick HRC Windlass Remote Switch

2 Switch £39.95
2 Switch/Light £59.95
8 Switch £139.95

WORKS WITH MOST WINDLASS

FROM
£39.95

Lofrans Tigres Windlass

8mm or 10mm, 12 or 24 Volt
RRP £1,315.05



£1099.95

Lewmar Pro Series Windlass 1000

8mm
RRP £971.68



£799.95

Lofrans Kobra Windlass

8mm RRP £1,097.50
10mm RRP £1,100.00



£899.95

Quick Nautic Calorifiers



15 Litre £249.95
20 Litre £279.95
25/30 Litre £299.95
30 Litre 500W £299.95

FROM
£249.95

Hempel Hard Racing

Black, Red, True Blue, White, Dark Blue
2.5 litres

£74.95

Hempel Tiger XTRA Antifoul

2.5 litres

£54.95



International Micron Extra

2.5 litres

£84.95



International Cruiser Uno

3 litres

£64.95



Waeco CR Range Fridges

CR-50 £479.95
CR-65 £499.95
CR-80 £549.95
CR-110 £599.95



FROM
£479.95

CU55 Box Kits

CU-55 with VD01 £369.95
CU-55 with VD07 £369.95



£369.95



marinesuperstore.com

UK'S LARGEST CHANDLERY STORE

Order Hotline: **023 9221 9433**

NOW ALSO AT
CHICHESTER MARINA

Jabsco Manual Toilet Twist 'n' Lock

Compact £99.95
Regular £129.95



FROM
£99.95

Jabsco Lite Flush Toilet

With Foot switch £349.95
With Panel switch £389.95



FROM
£349.95

Smev Moonlight 3 Burner Oven & Grill

RRP £499.95



£399.95

Smev Starlight Cooker With 2 Burner Hob



£389.95

McMurdo FastFind 220 GPS PLB

RRP £270.00



£189.95

McMurdo Smartfind G5 GPS EPIRB

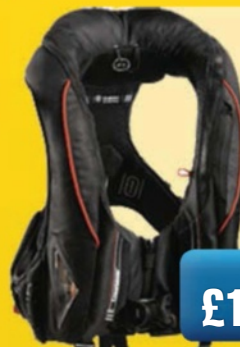
RRP £599.95



£399.95

Crewsaver ErgoFit Lifejackets

Coastal 190N/Auto £119.95
Coastal 190N/Hammar £149.95
Offshore 190N/Auto £169.95
Offshore 190N/Hammar £179.95
Ocean 290N/Auto £209.95
Ocean 290N/Hammar £219.95



FROM
£119.95

ALL COME WITH SPRAYHOOD AND LIGHT

GARMIN™

Garmin EchoMap 50S



NEW
£449.95

Garmin GPSMAP 751/751XS Chartplotter

751 £1,049.95 751XS £1,149.95



FROM
£1,049.95

Standard Horizon HX851 DSC Handheld VHF



£189.95

RRP £249.95

Raymarine S100 Autopilot Remote E15204

RRP £318.00

£199.95

WHILE STOCKS LAST

Standard Horizon GX2100 Matrix AIS VHF Radio

RRP £339.95



£269.95

Raymarine E7 Radar Bundle

RRP £2,394.00



NEW
£1,999.95

Raymarine i50 and i60 Pack Speed, Depth and Wind

RRP £1,674.00

£1,529.95



B&G Zeus Touch 7 GPS Chartplotter T7

RRP £789.60



£649.95

Icom M23 VHF Radio

RRP £159.95



£124.95



Port Solent Opening hours:

Mon-Wed, Sat 0800-1800 · Thur & Fri 0800-2000 · Sun 0900-1700

Chichester Marina Opening hours:

Mon-Sat: 0900-1730hrs · Sun: 0900-1700hrs

Tel: 01243 514755

NEW FOR 2014

HH®

HELLY HANSEN

COMING SOON

Musto MPX GORE-TEX Offshore Suit 2013

RRP £750.00



£549.95

Musto BR1 Channel Suit 2013



£249.95

Musto Snug Jacket Blouson Special

Carbon/Red
Deep Red
Navy/Red
Slate Blue
RRP £120.00



£79.95

Helly Hansen Skagen Suit

RRP £430.00



£299.95

Musto Evolution Fleece Smock

RRP £85.00



£59.95

Henri Lloyd Offshore Elite Suit

Morning
Cloud Blue,
Carbon, Red
RRP £825.00



£749.95

Musto MPX Offshore Jacket 2014

Black,
Platinum,
Red,
Navy
RRP £450.00



£399.95

Musto BR2 Offshore Jacket 2014

Black/Dark Grey
Red/Dark Grey
Surf/Dark Grey



FROM
£229.95



facebook.com/MarineSuperStore



twitter.com/MSS_PortSolent

FREE CARRIAGE on all ONLINE orders over £100!

Standard delivery, UK mainland. Standard 5 day delivery £5.95. Next working day £6.95

On test





Back to basics

Is this what sailing is all about?
Duncan Kent tests the simple
new Winner 9.00 sports boat

Steering heel

The single wheel can be canted to windward for easier cockpit access



Sometimes boatowners can get so involved in new gizmos that they forget sailing is meant to be fun. And the key to enjoying sailing is simplicity, because a simple boat is a reliable boat, which will leave you free to sit back and relish the thrills and spills of being on the water.

The Dutch-built Winner range of performance cruising yachts has an excellent pedigree, being created by Cees van Tongeren of the renowned Van de Stadt Design team. They are built by hand in Enkhuizen by skilled craftsmen using the very latest GRP construction technology.

In all Winner hulls the structural bulkheads are laminated and bonded to the hull and deck for maximum integrity. The hulls also sport a steel reinforcing grid around the keel area and foam-filled floor beams for maximum stiffness. Topsides are made from a high-density foam sandwich to reduce overall weight and provide insulation, and the anchor chain locker features a watertight bulkhead to protect from flooding should you hit something.

The Winner 9.00 is the baby of the range, but is no less a serious offshore



Transom box

On the Classic edition that we tested, the open transom is fitted with this additional cockpit storage box

'She has the feel of a forty-footer down below'

yacht than her larger sisters. What is different about her is that she can be supplied in a choice of three equipment and finish levels (Welcome, Performance and Classic), but with the offer of several further upgrade packages that can be added later if desired. There's also a choice of three keels; standard, shallow or

deep (Performance), all of which have a cast-iron bulb at the foot for maximum righting ability.

The basic Welcome model is designed to get you on the water with enough gear to go coastal cruising for short periods. The Performance edition features the deeper T-keel, a flat-headed mainsail, Dyform rigging and a retractable bowsprit with associated deck gear. Finally, the Classic edition has all the bells and whistles and is intended for those looking for a compact performance cruiser with high enough comfort levels to make longer-term leisure cruising relaxed and enjoyable. By



Sails & rig

1

With no backstay to get in the way, the Winner 9.00 carries a large and powerful mainsail, giving her a good turn of speed

2

Modern lines

2

She has a very modern shape forward, but is less beamy astern, so she handles impeccably and with ease



Deck gear

She has good quality deck gear all round, so handling under sail is made much easier and quicker

PHOTOS: JOE MCCARTHY



Wheel or tiller

As standard she comes with a tiller, which is easier for singlehanders. The wheel can be offset, however

incorporating a cockpit transom box, adding lockers to the saloon and enclosing the aft cabin, she becomes a true Category-A offshore yacht for the whole family.

Classic looks

We had the Classic model for our test, with a few extra options such as Jefa wheel steering with its innovative pivoting pedestal that can be offset to either side of the cockpit by stepping on the foot bar to lock and unlock the mechanism.

Her cockpit well is fairly narrow, enabling you to brace your feet against the seat opposite, and the mainsheet track runs across the bridge deck, which, if you opt for the tiller, makes dumping the main a cinch if you're singlehanded. Likewise, the primary and coachroof winches are also within reach of the helm for easy sail control.

The Classic has a bolt-on transom locker box, which adds some more stowage as well as providing a seat for the helmsman in the wheel model. It doesn't make accessing the water easy though, despite having a fold-down boarding ladder.

Her design looks a little old-fashioned in some ways, particularly in the narrowness of her stern. That said, she has the plumb ends of a modern racer and is well-proportioned for her length with a generous waterline length promising a nippy performance under sail.

Her side decks are wide and unobstructed thanks to inboard

genoa tracks and all her mast lines are fed back to the cockpit in covered channels, keeping the coachroof neat and tidy with no trip hazards.

On her foredeck she's equipped with an under-deck furling system to maximise headsail area and keep the centre of effort low to the deck. A retractable bowsprit is also supplied with the Performance pack for the asymmetric spinnaker tack. Though our test boat had no stemhead fitting or bow roller, one is available and there's a deep chain locker with plenty of room for the anchor, ample chain and even an electric windlass.

Under way

The Winner 9.00 has a 9/10ths fractional rig with slab-reefed mainsail and a high-aspect jib sheeted well inboard on the side decks. Her single-spreader mast is supported by discontinuous wire shrouds and forestay, but she has no backstay – relying instead on the aft lowers and cap shrouds to retain forestay tension. Chainplates are outboard for maximum spread and this, combined with single lowers and inboard jib tracks, means access along the side decks is unobstructed.

The Performance upgrade package includes better quality laminated sails (including a fat-head main), larger winches, gas-sprung vang,



Harken under-deck jib furler, Ronstan ball-bearing deck hardware and cockpit adjustable jib cars.

We set out from Ocean Village on a sunny autumn day with a cool but pleasant nor'westerly breeze and were soon making over six knots on a broad reach down Southampton Water. She made little wake and needed next to no effort on the slick Jefa steering. Although I preferred the canting wheel to a fixed one, this boat is really made for tiller steering, which would offer much better access to the sail controls when single-handed and also allow the helmsman to duck down behind the sprayhood when beating to windward.

She is really great fun to sail, being small enough to give a dinghy feel, but large enough to not be knocked off course in a seaway. We flipped through tacks and gybes in an



Deck space

Inboard headsail tracks keep the side decks clear of obstructions and allow you to go forward safely

'Surprising nippy and dead easy to handle under sail'

Inboard power

The 15hp Yanmar diesel fits tightly into the engine compartment – access is easy for standard maintenance



instant, losing very little momentum in the process, revelling in her deft manoeuvrability and ease of handling in the 15-20 knot breeze.

Close-hauled she pointed up to some 32° off the apparent wind and tacked through 72° with ease, making a steady 5.2 to 5.5 knots along our course. At a kinder 40° to the apparent wind, the speed increased another knot and a half, with the log display showing 7.8 knots on a close reach with 18 knots of wind over the deck.

Although she can be overpowered with the larger, fat-headed main, the two-speed mainsheet and bridgedeck-mounted track enabled us to dump the excess power instantly, without ruining the trim of the main or rounding up. Her boom is a little low, though, so you need to duck down a tad when tacking.

Cosy comfort

In the accommodation stakes you get what you pay for with this boat. You can either start with the simple layout of the Welcome model and then upgrade with the Comfort package later, or go ahead with the Classic version right off.

There's not a massive difference between the two, however. With the former you get a comfortable saloon with two seats, a table and open storage bins, while the Classic has smart closed lockers and a hatch



24/7 MARINE BREAKDOWN ASSISTANCE

JOIN TODAY

FREEPHONE 0800 88 55 00

Email: sales@seastart.co.uk • Web: www.seastart.co.uk

- 90% OF BOATS REPAIRED ON SCENE
- DEDICATED MARINE ENGINEERS WITH OWN FLEET OF RIBS
- HOME BERTH START AND UNLIMITED CALL OUTS

LOOK FOR THE LOGO



Look for the BMF logo and buy with confidence from over 1500 accredited companies that adhere to the British Marine Federation's Code of Practice.

By following this code, BMF members offer their customers quality, competitive pricing and peace of mind. When you buy BMF, you will also experience ethical business practice and great customer service.

Every company displaying the BMF logo is proud of all it represents.

Buy BMF. Buy with confidence.
Look for the logo.

More Power to your Elbow...

...as well as the refrigerator, laptop, and all essential on board electrics

Introducing the **NEW Rutland 914i Windcharger**

- Up to 30% more power from Maximum Power Point Tracking (MPPT) technology
- Same compact diameter as popular 913 but more powerful
- Extremely quiet and smooth in operation

Speak to one of our friendly wind and solar experts now and discuss your on board battery charging needs from motor cruisers to long distance sailing yachts.



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

For more information call us today on **+44 (0) 1536 201588**
www.marlec.co.uk



britishmarine.co.uk/logo





Sea berths 1
 Her saloon seats are long and straight, making them ideal for use as berths when under way. They're also nicely contoured for additional comfort when seated at the table

Lockers 2
 It's good to find proper lockers for easy, safe access to your smaller stuff, rather than the more basic bins

Galley 3
 For her size, this is a spacious and well equipped galley with good stowage

above. Both have a heads aft with shower and holding tank, although there's more stowage, a hatch and handholds in the Classic. Saloon headroom is 6ft 4in (1.9m) by the steps, reducing to 5ft 6in (1.7m) by the forward bulkhead.

The forecabin has two 7ft (2.2m)-long bunks. The Classic comes with an infill cushion, drawers under and two shelves above. Headroom in all models is restricted to 5ft 4in (1.6m),



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



Nav station
 A decently sized, forward-facing chart table.

however. She has one cabin aft sporting a reasonably roomy 7ft-long (2.2m) double, measuring 5ft (1.5m) wide at the head, reducing to 3ft 3in (1m). The Classic offers extra stowage and an inboard opening port to aid ventilation.

Her heads compartment is a good size and all versions come with pressurised water – although hot water is an extra you'll want to include for cruising.

The galley is good for this size of boat and not badly equipped, even in the basic model. The Classic upgrade gives you an oven, though, and better stowage. For a fridge you'll need to specify the Comfort pack, which also includes shore power, 20A battery charger, cutlery and spotlighting.

In all her interior is bright and comfortable. She has a decent, forward-facing chart table with its own seat, good electrics and a spacious saloon with straight settees that would make good sea berths. ✦

Cabins
 The forecabin is a little compact, but still boasts a roomy V berth. With the in-fill removed, there's room to stand and dress. The aft cabin is also surprisingly spacious with good lockorage and ample light and ventilation for its occupants



DUNCAN'S VERDICT

It's good to see such a well-constructed sub-30ft yacht on the market and I like the 'bolt-on' options that can be added as you go. Furthermore, she has an impressive turn of speed and is an absolute pleasure to sail, whether crewed or single-handed.

The quality of the deck gear and fittings is well above the usual small, sport-boat standard and includes numerous big boat details such as a proper chart table, wet locker and useable saloon sea berths. The Classic model is positively luxurious below and brings her up to full offshore cruising standard.

Priced competitively too, the Winner 9.00 offers a huge amount of fun for the money, whilst still being short enough to save you a good few bob on your mooring.

Whether you fancy a 'round the cans' race boat or a cosy family holiday cruiser (or both for that matter), this baby is well worth a closer look.

SAILING ABILITY: ★★★★★

COMFORT: ★★★★★

BLUEWATER: ★★★★★

THE SPEC

PRICES: WELCOME £73,640; CLASSIC £82,630 SAILAWAY £91,800

LOA: 29ft 6in (9m)

LWL: 26ft 3in (8m)

Beam: 9ft 9in (3m)

Draught (standard/shoal/deep):
5ft 3in (1.6m)/4ft 1in (1.3m)/ 6ft 3in (1.9m)

Displacement: 3,300kg (7,260lb)

Ballast: 1,350kg (2,970lb)

Sail Area: upwind 516sqft (48m²)

Fuel: 70lt (15gal)

Water: 140lt (30gal)

Berths: 6

Engine: 15hp Yanmar 2YM15

Transmission: Saildrive, 2-blade folding prop

Designer: Van de Stadt

Builder: Winner Yachts, Holland

UK agent: SBS Performance Yachts
+44 (0)1305 305900, winneryachts.co.uk

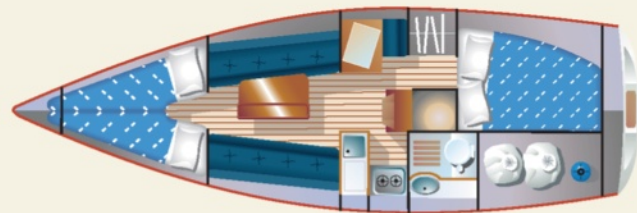
PERFORMANCE

Displ/LWL ratio: 179

Sail area/Displ ratio: 22



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



IF THE WINNER 9.00'S NOT RIGHT FOR YOU...



DELPHIA 29 FROM £75,000

The new Delphia 29 has six berths, a large heads with shower and a well-equipped galley, making her an ideal compact coastal family cruiser or starter boat. Delphia also offers a swing-keel option for those based in shallow waters and owners who like to park up on the beach.

Witney Marine, 023 8045 8084
www.witneymarine.com



RM890 FROM £ 82,550

Designed by Marc Lombard and following in the footsteps of bigger sister, the RM1050, this twin-keeler is more of a lightweight high-performance boat than the Winner, but still boasts a comfortable interior with a large galley, heads/shower, chart table and six berths.

Charles Watson Marine, 01590 647422
www.charles-watson.com



DEHLER 29 FROM £70,000

The sporty Dehler 29 was recently updated and now has very comfortable and well-equipped accommodation with berths for six in an aft double, open forepeak V-berth and saloon. Despite her cruising credentials, she has an excellent reputation on the regatta circuits.

Inspiration Marine, 023 8045 7008
www.dehler.co.uk



Main: *Wild Rival* makes easy work of a windy Solent
Opposite: She is a seamanlike boat both inside and out

Rival revival

The Rival range has built a reputation for achieving long ocean passages with little fuss. **Jake Frith** takes a look at the most famous one of the bunch

When you look at cruising boats that have built a reputation for themselves, there's often a back story involving a famous example. In the case of the Rival range, this boat would have to be *Wild Rival*, which, at the hands of Geoff Hales and in standard production specification won on handicap the Observer Single Handed Transatlantic Race in 1976. When I was looking for a 34 to view for this article, I was delighted to find *Wild Rival* alive and well, and still cruising the south coast.

Her current owners, Steve and Cathy Lacey bought her in 2007 after owning a Sigma 8m sportsboat. They wanted to move to a boat that would

RIVAL 34 SPEC

LOA: 34ft (10.4m)

LWL: 24ft 10in (7.6m)

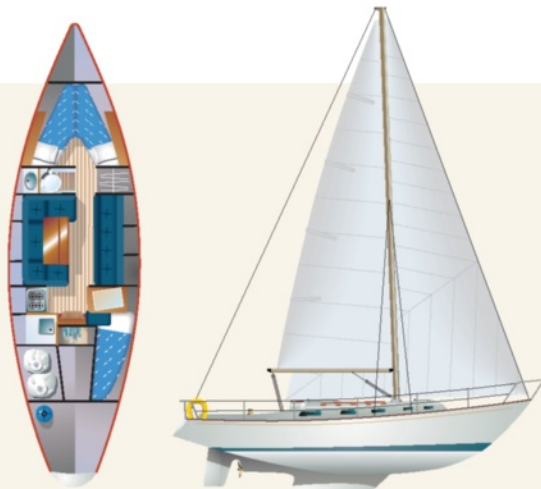
Beam: 9ft 8in (2.9m)

Draught: (deep keel) 5ft 10in (1.8m)
 (shoal keel) 4ft 8in (1.4m)

Displacement: 5,400kg (11,900lb)

Windward sail area 560sqft (52m²)

No Built: 174



look after them shorthanded in all weather. As Steve explained, there were a few other boats on their radar: “We liked the S&S 34 and the SHE 33, both similar old-school offshore cruiser-racers, but in the end it was the Rival 34 which provided the right package of a yard-built boat of a tried and tested design.”


Like all Rivals, the 34 benefits from a layout intended for serious seagoing rather than in-port entertaining. The ends are fine and the beam is modest. There are lashings of mahogany below. The saloon is punctuated by the trademark Rival keyhole bulkhead, which provides a useful handhold as well as strengthening the hull and deck. It does make the saloon feel a little oppressive, though, compared with some other designs of similar length. Most berths come equipped with useful lee cloths, and with the saloon table dropped to make a double, she will sleep six.

The 34 came with a shallow or deep encapsulated lead keel option. Perhaps unsurprisingly *Wild Rival* carries the latter. The shallow draught versions are well respected and equally desirable, despite being slightly inferior to windward.

Her deep hull makes her a very seaworthy design. Her angle of vanishing stability is a staggering 156°, best exemplified when *Wild Rival* was knocked down in a Force 10 gale during the OSTAR. Appearing in the yachting press, Geoff Hales’ account of this storm, which forced the retirement of

The designer

Peter Brett



The Rival 31 was designed in 1967 by retired ICI engineer Peter Brett – his first design tailored to GRP. It started life humbly, as a scale model first test sailed on the canoe lake

at Sandown on the Isle of Wight. The later 32 was an adaptation of this hull with an extra foot aft to allow the 31’s unusual vertically-stocked but transom-hung rudder to be replaced with an elegant and more conventional rising counter stern.

Some claim that the 34, launched in 1973, was just a further stretching of the 32, but it was also the first Rival

model to benefit from tank testing. As a result, the 34 has a deeper afterbody than the 32. Brett claimed that the 34 was 6 per cent more efficient than the outgoing 32 when tested at a variety of heeling angles. He added the longer overhangs and carried the bow higher for a combination of looks and to prevent pitching when sailing upwind in heavy seas.

almost half the field, gave the Rival range a significant shot in the arm.

Unlike many boats of her era, and some of the older Rivals, the 34s were almost all yard-built, rather than home-finished kits, and interiors were finished with quality hardwoods by time-served shipwrights.

Externally, though, these boats can look tired if they are still sporting their dated, coloured deck gelcoats, bottom action winches and short Tufnol travelers. *Wild Rival* even carries a suit of hanked-on foresails, although her enthusiastic owners wouldn’t have it any other way. The black toerails that these Rivals have are not painted as some may think but actually rubber coated, which is better for grip, longevity and low maintenance than it is looks. ♦



THE SURVEYOR

Nick Vass, Omega Yacht Services

I have discovered cracks around the heel of the keel on several Rival 34s. The keels are moulded into the hull and have encapsulated ballast that is set into the forward end of the keel, leaving a deep bilge sump behind. However, this makes the aft end of the keel weaker and susceptible to damage from grounding.

Most Rival models were fitted with the excellent and robust Bukh DV20 20hp twin-cylinder, diesel. These are very smooth and quiet engines, but check for corrosion and leaks around the coolant water hoses and water pump. The exhaust elbows also often crack.

► **Contact:** www.omega-yachtservices.co.uk

THE BROKER

Ross Farncombe, Sunbird Yachts

As with most boats of this age, the obvious price constraints will be hull, engine and rig. Do not consider buying without a decent independent survey.

Last year, according to my records, I can find four boats that sold at an average price of £18,250 from average asking prices of £22,975. However, two of these boats were heavily reduced due to engine and hull complications.

Current asking prices range from £22,000 to £25,000, so prices are not suffering too much in the present climate. Circa £20k should get you a nice one.

► **Contact:** www.sunbirdyachts.eu



Some apps can now replace (or should we say reinforce) cross-referencing between multiple publications

DIGITAL ALMANACS

THESE DAYS, WHEN THERE IS SEEMINGLY AN APP FOR EVERYTHING, DO YOU STILL NEED A PRINTED ALMANAC ON BOARD? **DUNCAN KENT** INVESTIGATES

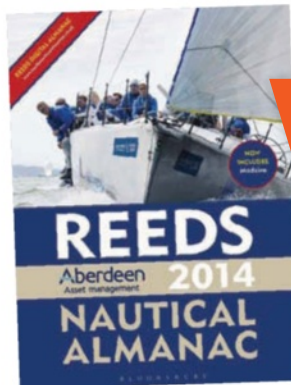
The most popular and commonly used printed almanac in the UK is undoubtedly *Reeds Nautical Almanac*, commonly referred to as the 'Yachtsman's Bible'. Most cruising yachts have carried one of these weighty tomes in their navigation portfolio since its inception, but with the advent of the digital version, along with myriad other sailing apps for tablets and smartphones, do we still need this extra ballast on board?

An almanac contains an abundance of navigational information, including tidal data, harbour information, popular waypoints, signals, radio procedures and frequencies, flags, lights, medical info and more. But much of this is now available in digital format for

either Apple and Android tablets or smartphones.

Being a bit of an 'old school' sailor, I would no more set out on an offshore cruise without ensuring I had recently updated paper charts on board than I would go to sea without a bilge pump or bucket. Although I regularly use laptop navigation programs and digital apps on my tablet as an aid to passage planning and navigation on board, I still prefer to check my proposed route on a paper chart and run a straight edge along my intended course just to note how close I'll come to any dangerous obstructions along the way – setting an electronic alert if necessary, lest I stray too close.

In the past I've always bought a new *Reeds* every year just out of habit, but recently it dawned on me



VS



ST TIP
Working offline
 Beware – there are a number of apps available that require you to be connected to the web throughout their use – a restriction most skippers won't appreciate unless the app is intended for passage planning only, or the relevant data can be accessed in a useable format when you are offline

that much of it is just a repeat of last year's, which I just don't need. This led me to thinking, as I begin to mentally plan out next year's cruise, just how much of this info could I safely keep on the iPad alone?

I have since delved into the world of nautical apps to see which ones actually work and whether a carefully selected combination of these on my tablet, duplicated on my smartphone, might effectively replace the printed almanac of old.



REEDS IPAD ALMANAC

More than just a digital version of the famous printed version, this app also features live weather data for three days ahead, including shipping and inshore forecasts and synoptic charts. It also has tidal data for a full year ahead and some content can be personalised.

The full almanac uses 135Mb of data storage and costs £44.99. It includes 700 harbour plans and 7,500 waypoints, stretching from the UK, Ireland, Channel Isles and W Europe from Denmark to Gibraltar, plus the Azores, Morocco and Madeira. However, if you mainly stick to one cruising area, you can buy a specific region for just £29.99 – although looking at

the small size of the regions on offer you'd probably be better off going for the whole thing.

Upon first opening the app, I was able to save my local ports as favourites in seconds, and from there the rest is very quick and easy to use. All of the port information is ready to hand, including chartlets, port details, tides and HW/LW times along with port weather. Any reference information that you require is just as easy to access and it is no problem to return to your port information screen instantly when finished.

One downside – although monthly updates are available online, these are in printable format only and not a digital update to the app itself.



SAILING ALMANAC

Not really an app at all, but a website (www.sailingalmanac.com) designed to fit the tablet /smartphone format, so it works with any operating system – Apple, Android or Windows. Despite not being an actual app, we feel it's worth a mention as it offers the coastal cruising yachtsman a great deal of useful information, for absolutely no charge, provided you have internet access.

When you first log on to the website you can download a widget to open the almanac instantly in future. The layout is very straightforward and allows you access to any UK port's information (including approach nav data, radio frequencies, berthing costs, a

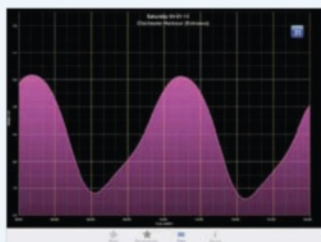
clear port layout diagram and a good deal of other useful information on the local area) within a few taps.

It has tidal data for seven days, courtesy of the UKHO's EasyTide program, and includes tidal curves and stream data as well. There are quick links to weather /wind forecasts from the Met Office and Windfinder, a navigation news section for the latest nav warnings, a useful terminology section and a sailing and boating events calendar.

It doesn't have as much info as Reeds and you can't access it offline, but if you're planning the next day's trip, you'll have a lot of useful information at your fingertips, for free!

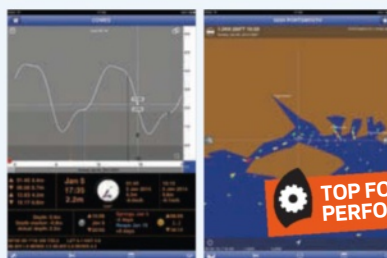
Tides | Apple

One of the most useful elements of any nautical almanac is the tides section. Whilst there are a good few tide apps for both IOS and Android devices on the market, features differ quite widely



ANYTIDE UK TIDES £1.49

Only 44 primary locations are available, but an algorithm interpolates between them. Previously accessed data can be viewed offline using the bookmarks feature. Data is presented only as a curve, with no timeline cursor or alpha-numeric information other than that on the edge scale-bars, which is likely to create inaccuracies.



TOP FOR PERFORMANCE

MARINE TIDES PLANNER Free

One of the most fully-featured iPad tidal apps available, covering 8,000 ports worldwide and with the option to download a world map showing current arrows, or a tidal atlas. Although free, it requires an extension to make it fully featured. The free download only gives one day's predictions, but a whole year's UK data can be purchased for a further £3.98.



UK TIDES £1.99

This app features the most locations of any reviewed and has a simple, clear layout. However, it doesn't feature tidal curves and if accessed offline it gives only the last page of data viewed with no ability to scroll past today's date.

Very few features, but reliable and clear tidal height data.



TIDAL CHRONOSCOPE

£1.49

This comprehensive app shows three simulated watches displaying the current time and date. One is also a tidal clock indicating the tide state and moon phase at your chosen location; another gives the lunar phase and the third is a solar chronoscope. Tapping whichever you prefer will bring it to the fore. Two windows at the bottom of the display show the selected location details and tide/moon/sun data for the current day. A map page shows tidal data locations within your region and a quick tap on one of the pins allows you to change location.

The data page gives full seven-day tidal height, sun and moon information in alpha-numeric format and in the form of a tidal curve. The latter has a current timeline cursor, which can be dragged anywhere on the curve to give specific date/height/time data in a window along with the moon phase.

The app requires the tablet's GPS to be on for location search and you need to be online to download the latest seven-day predictions. It's a shame it has a seven-day limit, however.

TIDES UK

£0.69

Needs more ports, but it has several very useful features including tidal curves with timeline, sunrise/set times and moon phases.

Simple to use with clear graphics, but tedious to have to enter each date.

However, most importantly we found that the dates do not align with the correct days in the calendar!

UK TIDE TIMES £0.69

Only gives the current day's tide times and heights (in feet) for a limited number of locations. It has no favourites menu, so you have to select the port each time, and there are no other useful features at all.

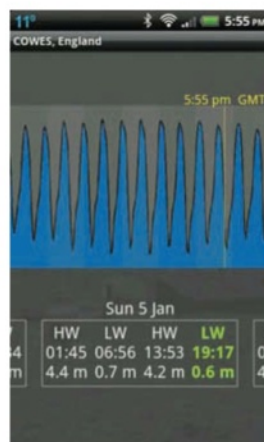


ABSOLUTE TIDES £2pa

This app has all the primary tidal height data you're likely to need for passage planning. It utilises officially licensed UKHO data, which you must purchase in-app on an annual basis for £2.

The data comes in list format, giving times and heights, range and a quarterly moon phase alongside the relevant date. Only 14 UK 'standard' port details are supplied, but users may create secondary ports by entering the relevant offset data.

Selecting a day from the homepage tide list gives you a tidal curve, with a draggable timeline, along with moon phase and sunrise/set data. A home page widget can also be set, which gives you a narrow strip along the top of the display showing the day's tidal heights, range and the real time tidal height at your selected home port.



TIDE 7 £1.29

Effectively just the Admiralty EasyTide data for your phone or tablet. This app actually downloads seven days' worth of UKHO tidal data for 600 UK ports and 50 in Belgium and Holland, so it can be used anywhere offline for up to seven days before you will need to find an Internet connection or 3G reception.

It's not immediately clear how it works, so set-up requires a little bit of trial and error, along with several calls on the help icon through each stage. First, you have to select your ports of interest from a map, which then adds the ports to the main list, from which you select the data. The display shows condensed curves for the next seven days and you can swipe a cursor line to the relevant day. You can't look at one day at a time, so the curve is fairly unusable on a small display.

TIDE GUIDE

Free

This app uses its own algorithm to calculate tides for 2,517 ports, but only 20 of these are in the UK unfortunately. I'd want to use it tentatively until I could trust its tidal algorithm for my locale. The good news is it is genuinely free, works offline and doesn't appear to be limited on prediction dates.

The display graphics are fairly basic and there's a strange blurry line across the curve, but as a freebie it's worth having for sure. Also gives sunrise/set times and moon phase information.

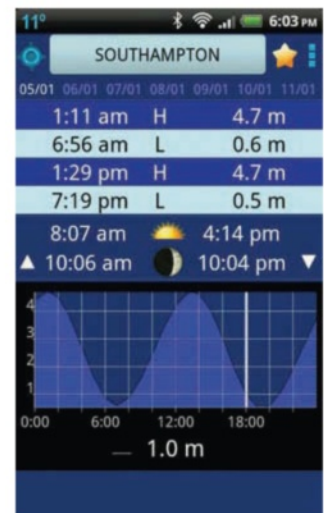
UK TIDES

Free

A reasonably useful free app giving seven days of predictions at all standard ports worldwide. Ports are selected by proximity to the user by using either mobile or GPS location data. The display shows alpha-numeric height details, sun/moon data and a tidal curve with current timeline. Swiping the screen toggles through the seven-day period and ports can be saved in a favourites menu.

As a quick reference app, this tells you all you need to know in a clear and easily accessible format, provided you don't mind the Google Ad bar along the top.

HANDY BACK-UP
Tides Near Me – Free
 As the title indicates, this app lists the nearest three ports, as well as a country list on the homepage. The app uses mobile location services when the GPS is not enabled. Once selected, the app gives a main page showing the time of the last and next tides at the chosen port, plus sunset time. A swipe takes you to a slightly more detailed page, but it has an annoying ad strip at the bottom – one of which was made to look like a menu for the app – sneaky!



APP NAME	COST	OS	SIZE	TIME SCALE	NO. PORTS	TIDAL CURVES	WORKS OFFLINE	MOON	SUN	TIME ZONE	VERDICT
APPLE											
ANYTIDE	£1.49	IOS 6.0+	28.1Mb	1 year	44+	Yes	Bookmarks	No	No	UT	★★★★★
MARINE TIDES PLANNER	Free	IOS 5.1+	16.2Mb	<1 year	8,000	Yes	Yes	Yes	Yes	UT/BST	★★★★★
TIDES UK	£0.69	IOS 5.1+	4.5Mb	50 years	44	Yes	Yes	Yes	Yes	UT	★★★★★
UK TIDES	£1.99	IOS 4.3+	3.0Mb	30 days	600	No	No	No	No	UT/BST	★★★★★
UK TIDE TIMES	£0.69	IOS 6.0+	13.7Mb	1 day	20	No	No	No	No	UT	★★★★★
TIDAL CHRONOSCOPE	£1.49	IOS 5.0+	24.6Mb	7 days	9,400	Yes	Yes	Yes	Yes	Local	★★★★★
ANDROID											
ABSOLUTE TIDES	£2pa	And 2.1+	286Kb	1 year	Any	Yes	Yes	Yes	Yes	UT/BST	★★★★★
TIDE 7	£1.29	And 1.6+	273Kb	7 days	600	Yes	Yes	No	No	UT	★★★★★
TIDE GUIDE	Free	And 2.1+	1.2Mb	Infinite	20	Yes	Yes	Yes	Yes	UT	★★★★★
TIDES NEAR ME	Free	And 2.2+	2.2Mb	7 days	4,400	No	Yes	Yes	Yes	UT	★★★★★
TIDE PREDICTION	Free	And 1.6+	1.3Mb	Infinite	3,000	Yes	Yes	No	No	UT	★★★★★
UK TIDES	Free	And 2.1+	526K	7 days	700	Yes	Yes	Yes	Yes	UT/Local	★★★★★

Colregs | Apple & Android

MARKS, LIGHTS, SHAPES, SOUNDS & SIGNALS

IALA BUOYAGE AND LIGHTS £1.99

Fully compliant with the IRPCS, this app covers both A and B versions of the IALA buoyage system, as well as light configurations and characteristics. The information is accessible and images are large and easy to understand. There's even a 'test yourself' section. The app is exceptionally good all round, although some sections require a lot of scrolling, so a 'back to top' button would be nice. Data is downloaded in one go, so you only need to go online for updates.

► **Verdict:** ★★★★★

MARINE RULES & SIGNALS £3.99

Rules & Signals is a comprehensive summary of all the rules, marks, lights, flags and signals you're likely to need at sea, put over in a clever and user-friendly way.

Subjects covered include the Rules of the Road (full ColRegs text), mark lights and characteristics, vessel lights and shapes, distress and sound signals, buoyage, flags and radio-comms information. Some images have animated lights to simplify things further, and there are simulated harbour approaches and a self-test section for revision or quizzes. Just a little expensive, though, compared with some others here.

► **Verdict:** ★★★★★

RULES OF THE ROAD £1.99

This app covers all the aspects of collision avoidance under power or sail and includes Part B of the ColRegs. The layout is similar to the above, with sections on navigation rules, signals and test yourself.

► **Verdict:** ★★★★★

NAV LIGHTS & SHAPES £1.99

A fairly straightforward app with four aspects – nav lights, day shapes, colregs (Part C) and test yourself. Using the app is easy, although it could do with a little more flexibility. A handy revision app for lights and daymarks.

► **Verdict:** ★★★★★



AVAILABLE ON
APPLE ONLY

**Navigation
Rules – £2.49**

★★★★★

A little American in style, however this app does cover the full IRPCS ColRegs and actually presents the information in a very useful and easily accessible manner.

ANDROID ONLY
Learn To Sail – Free

★★★★★
A great little sailing app that contains all the data necessary on marks, lights, weather, knots, colregs and safety in a really simple to operate menu-driven format. Each description is well illustrated in colour and the written explanations are clear.

CONCLUSIONS

A large part of the excellent Reeds printed publication is information the skipper might need some day, but doesn't need to re-purchase every year – features like flag recognition, general and vessel light characteristics, radio procedure and so on. In effect he or she could just rip these out of an old copy to keep somewhere handy and update the tidal data and other information that changes annually. It's good to have the very latest port and harbour information to hand when visiting a destination for the first time, but why keep renewing this for ports you're unlikely to visit anytime soon? What would be better is to download apps once for the data that stays the same, then download/update changing information such as tides.

Just as the digital chartplotter has made the chart table almost redundant, skippers may soon be casting off with just electronic almanac data, be it Reeds or a combination of useful apps.

TEST TANK

JAKE FRITH AND GUY FOAN PUT THE LATEST GEAR THROUGH ITS PACES

Easy-Lift Swing 50 outboard hoist £365

Philip Edwards came up with his range of engine hoists following a charter holiday. His son had convinced him to hire a small outboard, but the lifting involved to take it off the pushpit and onto the inflatable, and the real fear of dropping it in the drink meant it hardly got used.

The Swing 50 is a development of Edwards' earlier range of smaller derrick type outboard hoists. It gets its name from its lifting capability of 50kg, which makes it suitable for heavier four-stroke engines up to about 20hp.

Lifting my 5hp Mariner aboard off the tender has led to some serious scratches in my coamings. We rigged the Swing 50 up on a temporary board for testing, as my boat is too small to fit such a lifter and my transom-hung rudder



would get in the way. Permanent fixing also involves drilling and mounting through the transom about 2ft (60cm) above the waterline. In reality, on my boat I'd use one of the smaller, simpler models in the Easy Lift range, but for anyone wanting to have a 10hp engine on a larger planing tender, the Swing 50 would be a perfect choice.

There are a lot of lines involved in the system. As well as the 6:1 lifting

purchase (an optional extra that we certainly didn't need with our little engine), there are lines to tie off the top part of this tackle, to limit the drop, and to secure the lifted device on passage. It isn't a complicated piece of kit, though, and all the lines make sense. I'd just advise checking that all



Above: The system involves a few lines which need carefully managing
Left: The outboard also requires its own lifting sling

their ends are all well clear of the prop before starting your main engine.

Where the Swing 50 differs from more basic derricks is that the wooden bracket part slides downwards, out from the outboard's transom clamp, so the outboard can remain vertical all the time. Once you have got used to the system, it is not necessary for you to take the full weight, even for a second.

I've lifted outboards aboard using the main boom on yachts on many occasions and I thought this device would give similar results. However, it was very much better than this, as the motor is never dangling at the end of a long line or tackle which can quickly become unruly in choppy conditions.

The device needs a webbing, or in our case rope, harness fitting to your motor so it lifts it from the top centre of the cowl. These harnesses are available from a number of sources, including the Easy-Lift website, and Philip has also published free plans for making your own knotted rope harness as we did here. JF

HH Dry Revolution thermals

From £50

As with waterproofs, thermals have made huge leaps in fibre technology, and seamless construction.

The Dry Revolution range is great for those that do the physical work on a boat, grinding in the sails. Sweat normally cools your body temperature, which is fine during periods of high aerobic activity but can quickly leave you feeling cold and damp the remainder. These garments' LIFA fabric is made of polypropylene, which expels moisture by moving it to the surface of the clothing, allowing it to evaporate into the air or midlayer, keeping you dry.

I found the long-sleeved top and full length pants to



Below: The polypropylene LIFA fabric is well known for its abilities as a wicking baselayer

be extremely comfortable, hugging the skin so you soon forget them. A 45-minute indoor spinning class was perhaps a challenge too far, as the garments struggled to expel moisture at the rate required in a hot environment. However, with the aid of the outdoor breeze and body movement in real, outdoor winter sailing situations they performed brilliantly.

The seamless construction in particular also seemed to make them very comfortable to wear under a whole range of mid-layers and outerwear. GF

VERDICT: ★★★★★
www.hellyhansen.com

VERDICT: ★★★★★
www.outboardhoist.co.uk

Gill i5 Crosswind salopettes

£135

These insulated, windproof and waterproof sailing salopettes can be considered a thermal midlayer for winter sailing or can be worn on their own as an outer layer in lighter conditions.

The top part of the body contains stretch panels across the back for a fitted look, though we would have preferred something more adjustable than the slight side elastication they have to pull in the waistline.

We really like the fact that the insulation varies through this garment; thick, lined and padded on the legs and thinner over the back. This means when worn alone they can allow vigorous bouts of winching without the body overheating. Also, when worn under a jacket they do not bulk up your top half to Michelin Man proportions.

The outer shell is a fully seam-taped, double layer, breathable,



The i5s provide plenty of insulation without compromising freedom of movement



waterproof fabric with a durable water repellent (DWR) coating. We found it was a great shedder of spray for a chilly day sail, which is all Gill claim the garment will do. For longer offshore passage work, you'll need to slip a pair of offshore trousers over the top.

Double layer fabrics are great at shedding flying water such as rain or spray, but when it comes to sitting overnight in puddles of

Pack-Away kettle

£30

Every boat needs a kettle, and this one from Wacky Practicals caught our attention as it concertinas down to just 50mm deep when not in use.

The food-grade silicone from which it's manufactured melts at over 300°C, but still it requires a stainless steel bottom to spread the heat from the cooker flame as silicone is a very poor heat conductor.

I've got an 18-footer, in which space is at a premium, yet I still struggled to see how the difference in bulk between this kettle folded and not folded would have

Below Left: If you suffer from shallow locker syndrome, like me, this kettle could be a Godsend
Below: Popped up, the kettle does everything it should and is durable and easy to clean

much of an impact on life aboard. However, I usually store my kettle on the hob when not in use and with further consideration, I realised the Pack-Away could now be stowed in a locker. This would allow me to put an additional fold-down worktop over the cooker. I could then see the benefits. After all, locker space is at a premium on all boats, and pots and pans are selfish gobblers of it.

In terms of its performance as a kettle, we could not fault it. The Pack-Away boiled quickly, didn't burn our hands when pouring, was easy to fill and very stable on the hob. We also had a good pull at the join between the stainless base and the sides, which we considered to be its likely weak point, and we were unable to induce leakage. *JF*

VERDICT: ★★★★★
www.wackypracticals.com



standing water in the cockpit, you'll need something more substantial. The thicker insulation in the legs is of a modern, compact non-water absorbent variety, which is good to see. The zip is two-way in the event of any calls of nature. As I usually wear these with no jacket, the lack of any kind of pockets, but especially handwarmer pockets, has been a minor annoyance. *JF*

VERDICT: ★★★★★
www.gillmarine.com



Lumilife Solar light bag

£10

We got off to a bad start with this as the first one we were sent didn't work. However, LED Hut was very understanding about it and sent another with no quibbles.

The light bag claims to provide 16 hours of light from just six hours of solar charging, which we were very sceptical about after a disappointing experience with some solar garden lights. However, we did get it to provide six hours of light on the lower of its two light settings following a day of weak winter sunshine, so the claims are not as fictitious as we had feared.

The electronics come fitted in an inflatable balloon which acts as a matte-finished diffuser, or lampshade. This works pretty well, glowing with a soft orb of bluish-white light, rather than a harsh point glare. It impressed us enough to have potentially scored five stars had the first one we were sent been operational. *JF*

VERDICT: ★★★★★
www.ledhut.co.uk



Steiner Nighthunter laser binos

These 8x30 binos may be most appealing to Americans with huge assault rifles, spraying bullets in the vague direction of a deer. But still, good binoculars are good binoculars and ones with lasers are even better. The lasers provide real-time information about the distance to whatever is being observed, shown in the eye-piece. Waterproof to 5m.

- ▶ Contact: www.steiner-binoculars.co.uk
- ▶ Price: £1,850

Torqueedo Deep Blue 40

The 13kWh battery in the electric Torqueedo Deep Blue 40 is said to deliver the same power as a 40hp petrol outboard, hence the name. It is the second and smallest in the Deep Blue range, which promises near silent power. A privilege that is very much paid for...

- ▶ Contact: www.torqueedo.com
- ▶ Price: £27,298



NEW GEAR

TOBY HEPPELL BROWSES THE BOATING MARKET FOR THE LATEST GOODIES



Spinlock XTR

Designed with a base break pad as well as the usual top lever pad, the Spinlock XTR clutch range promises maximum grip on lines from 6mm to 12mm. The company also claims it has significantly reduced the weight of the clutch. It comes in other colours so you are not stuck with this 'citrus' anodising.

- ▶ Contact: www.spinlock.co.uk
- ▶ From £110



Ultrasonic Works The One

The One is lab tested to establish the precise frequencies that protect a hull from water-borne algae, barnacles and other crustaceans. Sound waves damage the microscopic organisms and prevent them from settling.

Ultrasonic Works tested The One on a number of boats, in various locations. Finding that only one transducer was required for a boat up to 10m, the company says it was able to refine the system and bring the price down substantially without compromising performance.

- ▶ Contact: www.ultrasonicworks.com
- ▶ Price: £399

Fast fender hook

Having been out on my share of boats with beginners, I would say an easy way to attach fenders could well be useful. Of course you could just teach them a knot.

- ▶ **Contact:** www.fastfenderhooks.com
- ▶ **c£12.50** for a pair



Icom IC-M506 VHF

This new radio from Icom features a plethora of features. However, of greatest interest is its position as the first Icom VHF model to have an integrated AIS receiver.

- ▶ **Contact:** www.icomuk.co.uk
- ▶ **Price:** c£500



One-man submarine

This almost certainly falls into the wishful-thinking section of these pages. But this personal submarine and its bigger brother, a full-scale, two-person sub (for a whopping £1.2m) were certainly drawing the crowds at the London Boat Show. Probably a lot cheaper to buy some SCUBA gear, though.

- ▶ **Contact:** www.spymaster.co.uk
- ▶ **Price:** £12,000



Musto and Clarks

Not exactly a collaboration that leaps to mind when one considers sailing shoes. However, with the combined forces of Musto and Clarks, we reckon these Dynamic pro shoes should be pretty good.

- ▶ **Contact:** www.musto.com
- ▶ **Price:** TBA



H-Therm thermals

The Henri-Lloyd H-Therm base layer top and trousers not only provide warmth to the winter sailor but also offer factor 50 UV protection if used as a lightweight summer top or, God forbid, summer sailing leggings.

- ▶ **Contact:** www.henrilloyd.com
- ▶ **Price:** £40



Whaleguide app

A bit random, this, but probably the cetacean-spotter's dream resource. A list of whale species yields info on range, habits and myriad other facets of their life, along with images that can be expanded at extra cost. There's also a search tool, which allows you to plug in details of the beast you've just observed crossing the bows for a list of possible matches. More casual whale fans may be put off by the cost and the hefty 750MB of memory that it'll occupy. Attractively designed, though. *SF*

► **Price: £2.99 (+add ons)** ► **Developer: Ocean Pix**

TIME OUT

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

THE GOLDEN AGE OF MARITIME MAPS

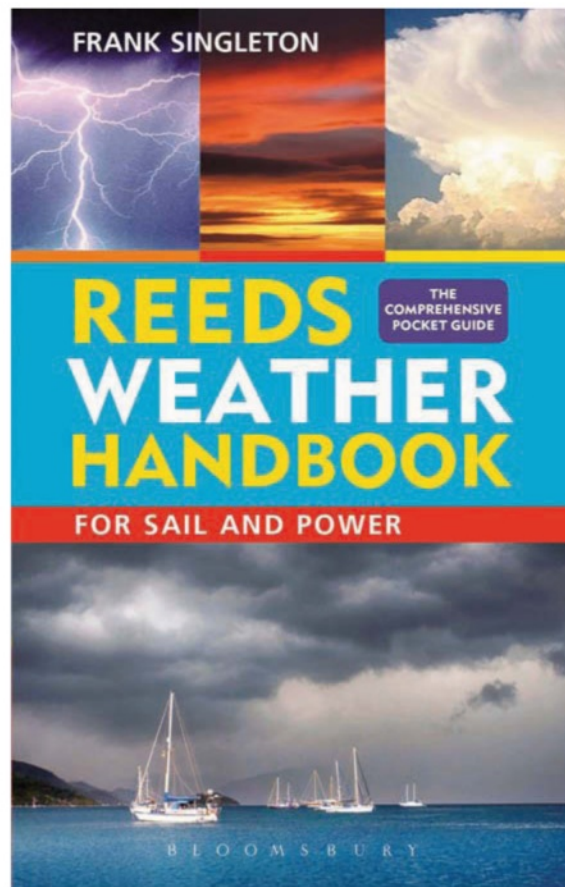
There was a debate when this arrived at ST Towers as to whether 'maritime maps' is acceptable or whether it should really be charts. However, a flick through this fascinating book quickly reveals maps to be the correct term.

The book features maps from those used as actual navigation tools to those created as artefacts for the wealthy, which tend to have a heavy leaning towards the economic and political interests of the world powers they were produced in. Alongside the maps are a series of interesting explanations about their development over time into the sort of precise navigation charts we are familiar with today. *TH*



Verdict: An interesting read full of hugely intriguing images of old maps. Possibly more for those with a passion for cartography than sailing though.

- **Publisher: Firefly Books LTD**
- **Author: Catherine Hofmann, Helene Richard and Emmanuelle Vagnon**
- **Price: £35**



Reeds Weather Handbook

In stark contrast to Reeds' better-known Almanac, this handy reference book is little bigger than A5 and will easily fit into a pocket or a kitbag. Written in clear prose by experienced forecaster Frank Singleton, the book provides a useful sailor's perspective on everything from fog formation and sea breezes to tropical storms and sources of weather information at sea. *SF*

Verdict: Clear, useful and pocket-sized

- **Publisher: Adlard Coles Nautical**
- **Author: Frank Singleton**
- **Price: £8.99**

IT'S GREAT TO BE SAILING AWAY ON A NEILSON HOLIDAY



INCLUSIVE HOLIDAYS FROM £599pp



INCLUSIVE FLIGHTS • TRANSFERS • YACHT CHARTER • LEAD BOAT SUPPORT • FUEL • INSURANCE

The freedom of yacht sailing is hard to beat and Neilson offer a comprehensive range of courses and holidays around the stunning coastlines of Greece and Turkey. 'Stay & Sail' holidays offer relaxation and adventure plus a chance to learn to sail, whilst our Flotilla and Bareboat options are the ultimate escape for experienced sailors.

Visit www.neilson.co.uk

Or call **0844 879 8325**



RELAX AS HARD AS YOU LIKE

Terms and conditions, see neilson.co.uk/booking-conditions. £599pp price is based on 2 adults sharing on a self catering basis, 7 nights on a Dufour 325 yacht, on the Dorian Coast, Turkey, travelling on 11/10/14. Flight and other supplements may apply. Prices correct at time of press & subject to availability.



WEATHER TO SAIL?

DR SIMON KEELING OFFERS AN OVERVIEW OF HOW TO USE WEATHER FORECASTING SKILLS TO PLAN YOUR SAILING HOLIDAY THIS SEASON

You've been looking forward to your sailing holiday for months. It's nearly here, and now all you need is for the weather to play ball.

Having looked at tens of weather websites, you are still none the wiser as to whether you're in for storms, rough seas, or a perfect Force 4.

Gone are the days of listening to the Shipping Forecast, calling Marinecall and heading out the sea; now there are GRIB models, apps and so much more data to consider. Simplification and having a routine is the key! Weather is a physical system that evolves over time; by watching that evolution you can improve your forecasting skills and be ready to confidently make your own predictions when at sea.

Three weeks out

Start looking at the broad-scale weather patterns at least three weeks before departure. This gets you in-tune with how mobile the weather situation is and what changes are taking place day to day. At this stage, ignore the wind speed in the Solent, for example. Look further afield and taking a broad view of the weather situation across the Atlantic. Generally, the more mobile the weather, the more changeable, and therefore the stronger the winds and the rougher the seas.

Key questions:

- ▶ Where are lows forming?
- ▶ Is the Azores high further north or south than usual?
- ▶ How quickly are low pressure systems moving across the Atlantic?

10 days and counting

Now is the time to look at the computer forecasts available online. You will be able to use the pressure charts from the Global Forecast System (GFS) and the European Centre for Medium-range Weather Forecasts (ECMWF) weather models quite effectively. These are the two main medium-range forecasting models available to the sailor.

The GFS emanates from the US and provides rapidly updated weather charts, out to 15 days ahead. Because it is updated every six hours, the amount of data it crunches is limited, and this can compromise forecasts. The ECMWF is updated twice daily from Reading using more data and so is often more accurate at up to 10 days.

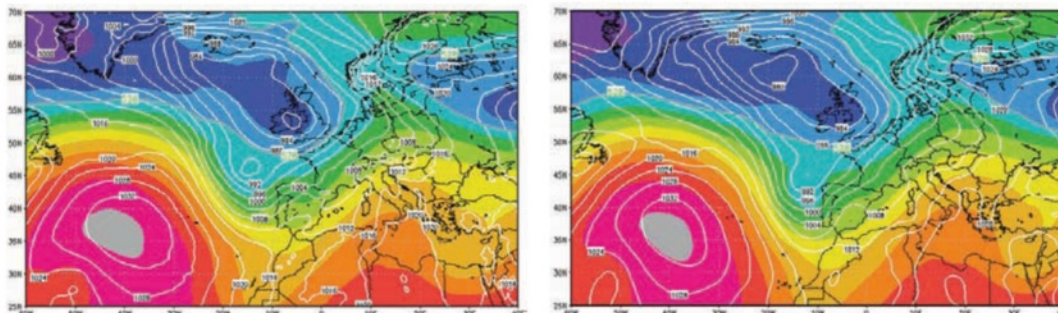
Comparing these two models between five and 10 days in advance can give a good idea as to confidence in the forecasts. If they are similar then confidence is increased. If there is a wide discrepancy, don't take any decisions and wait another 24 hours before reviewing the charts again. A golden rule of forecasting is not to expect the weather charts to remain the same day after day. They will evolve, but they should also remain roughly within a similar pattern.

A sea breeze front moving inland from off the sea. Colder air is undercutting warm air behind the photographer. Strong, veering gusts are likely

TOP TIP Plan ahead by comparing charts from different computer models. The more similar, the higher the forecast confidence (ECMWF, left; GFS, right)

The single factor that most sailors find hardest to grasp is that the forecast should not be taken too literally. Try to step back from the forecast and view the chart as a broader picture. Look at what changes are taking place elsewhere and think about what impact they may have on your sailing area.

- ▶ Check the charts every day
- ▶ Compare the GFS and ECMWF models to establish confidence
- ▶ If day-to-day changes are large, then forecast confidence is low
- ▶ Step back and look at the broader picture



ROLEX/CARLO BORBENGI

'A golden rule of forecasting is not to expect the weather charts to remain the same day after day...'

KEY FORECASTING KIT

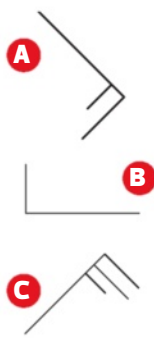
Barometer – it's basic, but the most useful piece of kit you can have aboard. Rises and falls in pressure can tell you how strong the wind will be, and sudden pressure changes indicate sudden changes in weather

Barograph – the big brother of the barometer. By giving a continuous trace of pressure you can see at a glance how quickly pressure is rising and falling. Oh, and it looks good too!

GRIB data – as the cost of acquiring data at sea falls, so the accessibility of high quality, computer model information increases. A laptop, or an iPad, can receive and decode GRIB data.

Long-wave radio – gives access to the latest weather information, even when conditions are not suitable for data reception. And with BBC cuts looming, it may be a case of use it or lose it!

Notepad and pencil – vital for noting down the shipping forecast or making notes of pertinent features shown on GRIB charts.



WIND SYMBOLS
A) From the southeast, blowing at 15 knots. **B)** From the west at 10 knots
C) 25 knots from the northeast

Three days to go

Forecasts of less than 72 hours have become very accurate in recent years. From now on, you should be printing off the Met Office pressure and frontal charts each day. They are updated twice daily at around 6.30am and 6.30pm, and give the position of highs, lows and fronts. Drawn by human forecasters, with guidance from a computer, the frontal charts represent the most easily understandable explanation of what the weather is expected to do in the coming days.

I would actually print out the analysis chart (available at 4am, 10am, 4pm and 10pm) from seven days

before sailing. This cements the picture of the weather pattern and what weather systems are in control. Then from three days before sailing, print out a complete set of analysis and forecast charts (T+24, T+36, T+48, T+60, T+72 and T+84. Mark on what you think the wind strength and direction is likely to be. Draw on any areas of weather which will affect you, and track how these areas change and move through the forecast days.

Within 24 hours of sailing, the inshore waters and shipping forecasts become available and are regularly updated. Again, write on your printed forecast chart the wind speed and direction around your sailing area. You will soon be able to equate the isobars spacing with wind speeds.

Wind speed

Data on surface wind can be found at weatherweb.net and at weatheronline.co.uk. These 'stick and feather' forecasts are easy to understand once you have decoded them! The long stick points in the direction the wind is blowing and the 'feather' gives the speeds: a whole feather is 10 knots, a half is 5 knots

- ▶ Print out the Met Office pressure and frontal charts
- ▶ Mark on pressure charts the weather affecting your area
- ▶ Write on the wind speeds in and around your intended sailing region
- ▶ Print out the analysis chart from seven days in advance of your sailing

Simon's weather tips

Warm fronts show where warm air displaces cold air – pressure falls, winds back and increase, visibility deteriorates as the front approaches. Winds veer and become more steady behind the front and the risk of fog patches increase too.

Cold fronts show where cold air displaces warm air and pressure falls quickly ahead of the front. As it passes there will be heavy rain and squally winds. Once cleared the sun will shine, winds will veer and showers are likely within an hour or two.

Winds flow clockwise around areas of low pressure and anticlockwise around areas of high pressure in the Northern Hemisphere.

In the UK, Ireland and Northern Europe, sea breezes tend to occur between late April and mid-October.

Strong winds can occur on the southern side of an area of high pressure, and may be higher than forecast... so be prepared!

Clockwise from main: Fair weather cumulus promise more fine weather; thickening cirrus can herald the approach of a front; cumulonimbus mean thunder, rain and squalls

STOKEY WOODALL



THE TRIP HAS BEGUN – NOW WHAT DO YOU DO?

Once on board, you may have access to GRIB data, and the *Shipping Forecast*, but what do you do if you can't receive these forecasts? It's then down to relying on that most reliable of instruments: the Mark I Eyeball!

There's so much that the atmosphere in trying to tell us – all we need to do is take notice of it. First, how does the weather 'feel'? A warm, damp atmosphere is far more conducive to weather formation (gusty winds, showers) than a cold and dry atmosphere.

What are the clouds doing? Fluffy cumulus clouds indicate showers, but if the morning has been sunny and cloud-free, watch as the clouds develop. Are they continuing to grow through the morning, or have they become more static in appearance? If they do grow then it's likely this process will continue into the



READER OFFER
40 per cent off Simon Keeling's *The Sailor's Book of the Weather* (RRP £14.99). Buy the book from www.fernurstbooks.com and enter code FB005 at checkout

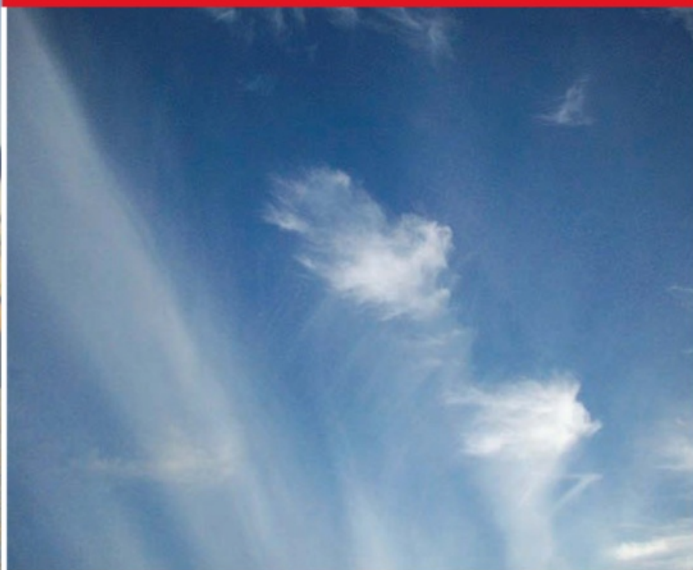
afternoon and bring heavy showers and gusty winds. If they have remained a similar size then no real change is likely, and apart from a few light gusts, there is likely to be little increase in the winds.

And how about those high-level cirrus clouds – the wisps that we see from afar? These are sometimes the first clouds of a warm front. If you know a front is close by, keep an eye on these clouds. If they are thickening to cirrostratus (thicker, opaque, high clouds) then this can confirm a warm front is on its way with all the associated increasing winds and deteriorating visibility. Check the barometer or barograph. Is it falling? If so, anything more than

one millibar an hour and the likelihood is that the winds will be increasing fairly soon.

And what about the weather further afield – has that low pressure moved away from you? A good tip is to stand with your back to the wind, and in the northern hemisphere, low pressure is going to be to your left. In the southern hemisphere, the opposite applies. By keeping track of the wind on your back, you can monitor the progress of low pressure passing by.

Look at the sea, what is that telling you? Remember that swells are generated many miles away. If you know a depression is heading your way, often the first sign of it will be an increase in swell heights, several



SIGNS OF WORSENING WEATHER

- 1** Cumulus forming after a fine start – if the morning has been sunny, but now small cumulus are forming, continue to watch these clouds. If they are still growing then they indicate that showers and therefore more gusty winds are likely soon
- 2** Thickening cirrus clouds – if cirrus clouds appear to be getting more milky in appearance, they may be changing to cirrostratus. This could indicate the onset of a front (pressure will be falling too). Winds are likely to be increasing soon
- 3** Pressure falling more than 1mb an hour – can indicate that winds are set to increase and rain is on the way, perhaps leading to a deterioration in visibility
- 4** Phrases 'very rapidly' in Shipping Forecast coastal reports – this tells us that the weather is very active and that rapidly changing. In this situation, gales are frequent. Keep an eye on your own barometer
- 5** Under large cumulus clouds look for areas where there are crests on the water. This can indicate gusts of more than three Forces above the average speed in that area

When on board, Simon Keeling recommends the barograph. It can give early warnings of strong winds and keeps track of how far off a high or low pressure might be

hours before the arrival of the low. If the swell increases before you expected it to, you should be prepared for the system to arrive more quickly than forecast, or for the winds to be stronger.

However, it needn't all be human work. The most useful instrument to have aboard is a barograph, or at least a barometer. Giving a continuous reading of pressure, the barograph can show how quickly a pressure system is advancing (or

receding), whether winds will be increasing quickly, if conditions are improving or deteriorating, and even how accurate a forecast from one of the sources above is likely to be.

Making a note of the weather, wind and pressure every hour can reveal so much to the sailor. By reviewing such readings post-sail, and making notes of what weather occurred, you can gain much knowledge about the sequence of events the weather machine plays out.

- ▶ Stand with your back to the wind and (in the Northern Hemisphere) low pressure will always be to your left; the centre of high will be to your right
- ▶ For weather to be made, heat and moisture are needed
- ▶ Growing cumulus clouds indicate showers and gusts
- ▶ Coastal cumulus clouds may indicate sea breezes
- ▶ A barograph is the best instrument to have on board

GET IN TOUCH Do you have any weather forecasting tales to share?

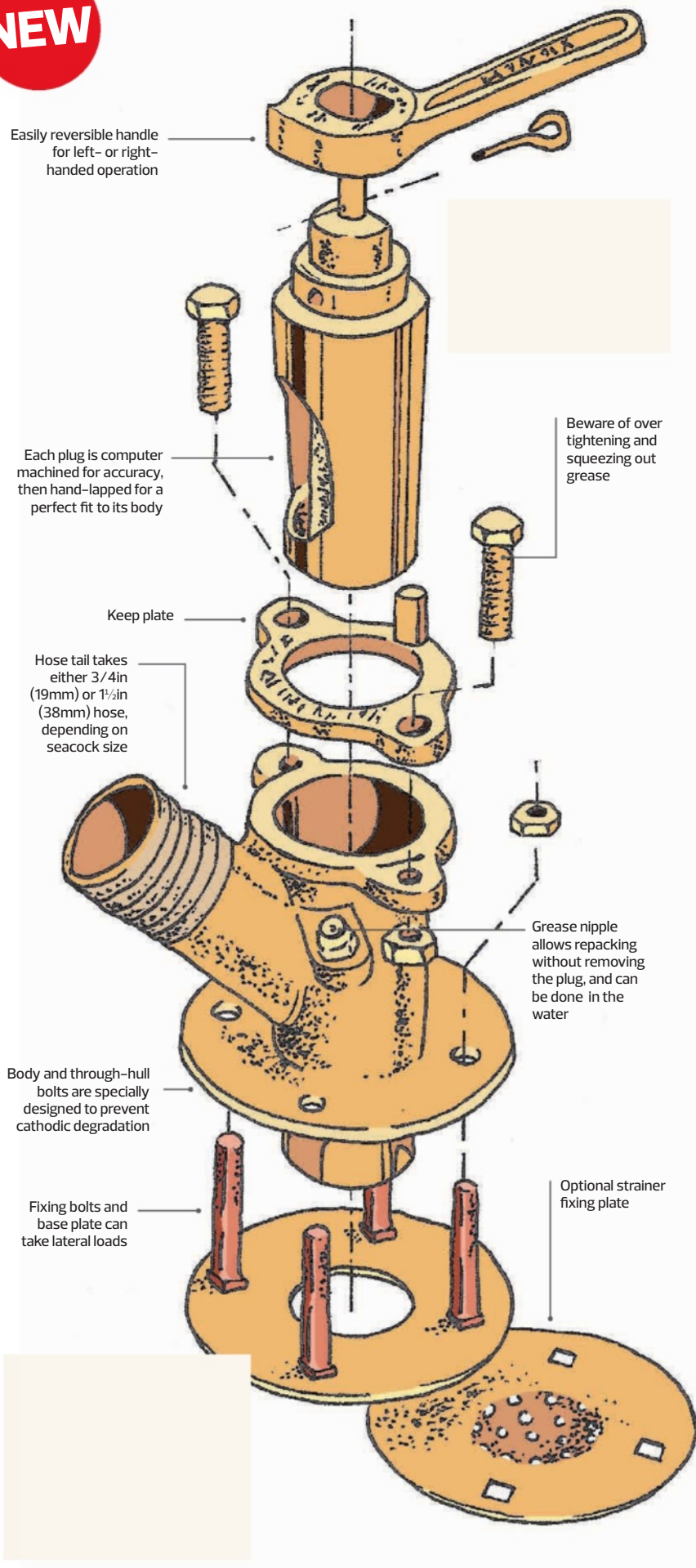
 facebook.com/sailingtoday
 twitter.com/sailingtodaymag
 editor@sailingtoday.co.uk



ABOUT THE AUTHOR:

Simon Keeling is a well-known 'self-confessed weather anorak'. He has written books and DVDs about sailing weather and runs Weather School (www.WeatherSchool.co.uk), teaching sailors through one-day courses.

NEW



BLAKES SEACOCK

Blakes can trace its history back to 1798, when, seven years before the Battle of Trafalgar, the company began manufacturing marine equipment close to Portsmouth. For the last 80 years, its seacocks have had this familiar shape, and are found in everything from old cruising yachts to the latest fly-by-wire marine drive systems

► Contact: www.blakes-lavac-taylors.co.uk
Tel: +44 (0)1489 885401

Maintenance tips

How to keep your Blakes seacock shipshape:

Step 1 The grease nipple allows repacking of the body and the plug while afloat. For extended maintenance, the boat needs to be out of the water

Step 2 When carrying out maintenance on a number of seacocks, never mix up the plugs and bodies – as each has been hand-lapped together as a pair

Step 3 Apply a medium grinding paste between the plug and body and work the lever back and forth to get the surfaces clean and smooth again

Step 4 Wash off any grinding paste with paraffin and ensure both the body and plug are clean and dry before applying seacock grease

Step 5 Apply a thin layer of grease over the plug – it's like icing a cake!

Step 6 Re-assemble, but do not over-tighten the keep plate as this squeezes out all of the grease and induces leakage

Step 7 Always re-check once the boat has been returned to the water



BEAULIEU RIVER

BUCKLER'S HARD YACHT HARBOUR

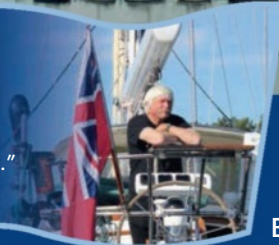


Visitors and applications for berths welcome
Centrally located on the Solent in a unique & unspoilt location rich in wildlife
Competitively priced berths with availability



"The Beaulieu River is like home to me and my family. I've berthed my boat here since 1985. It's beautiful, it's sheltered and it's friendly too."

Tom Cunliffe



To enquire about availability & prices, please contact:

river@beaulieu.co.uk 01590 616200

Beaulieu, New Forest, Hampshire SO42 7XB www.beaulieuriver.co.uk

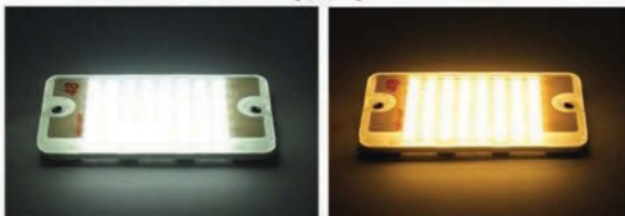
NASA- MARINE INSTRUMENTS

Battery monitors, Solar Panels & LED Lights

Ultra bright LED lighting at less than one third of an AMP!

EASY LIGHT LED Luminaire

Our 12 Volt Easylight luminaire contains 48 high efficiency LEDs in a slender surface mounting package -128.5 x 66.5 x 16.5 mm



Supernova Combi
Tri and Anchor L.E.D mastlight
£129.00 inc VAT



Semi Flexible SOLAR PANELS

Just 3.5mm thin our weather proof panels are tough enough to withstand being stepped on when wearing soft soled shoes



20 watt - 350mm x 495mm £119.00 inc VAT
10 watt - 265mm x 360mm £65.00 inc VAT



- Clipper BM1 size 110 x 110 mm
- Compact size 125 x 62 x 23mm
- Battery capacities 5 - 600 AMP hour
- Load current 100 Amps Maximum
- Supplied with precision shunt and prefabricated cables for simple DIY installation



Clipper BM-2
200 Amp load current
£129.00 inc VAT

Clipper BM-1, BM-2 and BM-1 Compact are designed to monitor performance of 12 Volt lead acid battery systems. They show voltage, current (charge or discharge) battery charge state and the time to charge or discharge.



Riding Light



REMEMBERING WINTERS PAST, COLIN JARMAN RECALLS A SPECTACULAR BUT CHILLY SAIL AND CONSIDERS THE BIG PROBLEM WITH USING ELECTRONIC CHARTPLOTTERS

Paper vs electronics

First Christmas, then the London Boat Show and we have been offered some terrific deals on marine equipment and electronics in the last few months. High up the list of popular purchases has been electronic chartplotters – again. These instruments have spread like mobile phones until no boat seems complete without one. Or, more accurately, it's unusual to find a boat without one, for they have come to be recognised as extremely handy if not actually essential.

Leaving aside the reliability of their power supply, the main problems with chartplotters are where to install them (below at the chart table or on deck in view of the helmsman) and how to keep their chart cartridges up to date.

It still seems to me that the best solution to location would be to have a simplified (and consequently not too expensive) repeater unit linked to the main plotter, but no one seems as keen on this solution as I am. On my own boat I have the plotter on a replacement washboard, so I can readily see it and use it in the cockpit or take it below to plot a route.

After placement comes the chart cartridge. In this country, an updating of the charts on the cartridge by your local agent usually ends up with the purchase of a new cartridge because it's only a bit more expensive and/or the boundaries of the coverage area have changed, forcing you to buy new and not simply update. This annoys me. It's purely a marketing ploy and money spinner and it encourages boat owners to use out-of-date charts for 'just one more season'.

In America, the National Oceanic and Atmospheric Administration (NOAA), which is equivalent to our Hydrographic Office, issues free-to-download digital charts for all US waters. The key word is 'free'. It leaves no reason to go to sea with out-of-date charts. It's a real safety boost that we could well do with over here.

The problem lies in a different way of thinking. In America it is said that, because the chart data is collected using public funding, it should be available to the public free of charge. It's not an argument our own government has been swift to agree with, is it? Were they to have a change of heart I bet they'd gain quite a

few votes and I would also bet that boatowners would be rushing out to change their ancient paper charts and update their electronic ones. Don't think I'll hold my breath though.

A touch of frost

While admitting in this column recently that I no longer relish cold winter sailing, I still look back on certain days with the rose-tinted enjoyment of distance and time.

On one such occasion it was a bright, sunshiny, crisp, clean, clear-aired morning at the back end of December. The breeze felt a bit knife-like, but was better than the strong blow of the previous day. There was a thin layer of ice on the decks and a crusting of frost on the sheets, but the tide was running and we needed to be away.

Mugs of tea steamed in our hands, the rising cloud mingling with our breath to give the false impression of a sauna. We stamped our booted feet and shivered beneath layers of clothing and

mulled the question – are we mad?

Yes, it was a beautiful morning with the low sun colouring even the standing rigging gold. Yes, the breeze was good and the tide calling, but did we really want to skate around the deck, beat the frozen sails into life, handle the biting cold anchor and cable, then set off seawards and let the wind carve into facial muscles with surgical precision? Sad to say, yes, we did. It's what winter sailing is all about – enjoying the sheer beauty of a watery world so often hidden by a plethora of other craft, but now revealed by the simple lack of anyone else sufficiently daft to be afloat with you.

As we turned away from the mooring with a backed headsail and steered for open water, an observer would have seen a lunatic pair with grins from ear to ear. Further out, the risen sun was turning the wavelets to a sparkling spread of the finest diamonds. Oh this was going to be a good day!

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



A chartplotter set up for easy use in either cockpit or cabin.

YOUR VIEW

How often do you update your charts?

-  www.facebook.com/SailingToday
-  www.twitter.com/SailingTodayMag
-  editor@sailingtoday.co.uk



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.



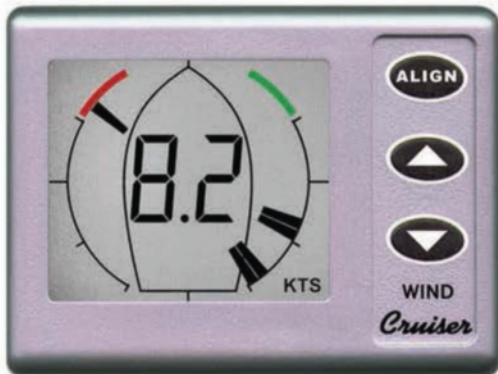
Award winning anti-fouling Multi-season protection

Coppercoat™ is the most durable and long lasting anti-foul coating currently available. Millions of boat owners world-wide are in the habit of lifting and re-painting their boats every year – Coppercoat™ puts an end to this costly and time consuming exercise.

+44 (0)1258 861059
info@coppercoat.com
www.coppercoat.com

NASA MARINE INSTRUMENTS

WIND SYSTEMS



Cruiser Wind
£191-00inc

Clipper Wind
£230-00inc

Target 2 Wind
£178-00inc



Pint sized





Feisty number

Blending tradition and modernity, the new Spitfire 18 is always looking to take off

Seventy-four years since Spitfires defended the skies over Kent in the Battle of Britain, a Spitfire – of sorts – is back on the Medway.

And though she draws some inspiration from the design of RJ Mitchell's famous Supermarine, she'll only fly with a top speed of 10 knots.

That's because the Spitfire 18 is a dayboat from local boatbuilder North Quay Marine, based at Conyer by the Swale. And we had the one fine day of the last three months – a crisp, clear winter day – on which to test her.

The first thing you remark about this boat – and you may have spotted her at the London Boat Show last month – is her colour. The hull is painted with metallic lilac Awlgrip which immediately draws attention. That and the graceful curve of the gaff and main, which builder Ewan Spears says was inspired by the shape of the Supermarine's elliptical wings.

At just 18ft, she's a small boat, but her low freeboard and gentle sheer give her a sleek, almost modern appearance. This is an intriguing departure from the yard's more traditional North Quay 15, 17 and 19, with their woody hulls and interiors.

But in fact, the differences are not as great as you might think. Designed by Ewan's father Ted, the Spitfire 18 is built using the same strip plank and epoxy sheathing technique as her

forebears. The hull is then painted and the interior given a coat of two-pack white epoxy, leaving very little visible wood – just the sapele cockpit coaming, the transom, tiller and spars.

"People are put off by too much wood, because of the varnishing," explains Ewan.

She's built strongly in Western red cedar with 10mm plywood frames at 500mm intervals – the glass sheathing providing extra rigidity. It all makes for an astonishingly light boat – just 400kg including the 70kg lead ballast in the centreboard. Fifteen built-in ballast compartments, make her "virtually unsinkable".

The mast is a 12kg hollow spar in silver spruce, and the curved gaff is laminated in three sections. That lightness proves a boon in a strong Medway tide, swollen by the recent rain. The tyres of the trailer were barely wetted at the launch and recovery was made later, though the boat was set off at 45° by the current.

A modest 8 to 10 knots blew flukily across the Historic Dockyard when we set the sails. It was easy to raise the gaff by hauling on the peak and throat halyards simultaneously. No winches here – no need. And there's a row of pleasing stainless steel belay pins at the mast foot to make off the lines.

The gaff shapes the main, removing the need for a boom at head-level. The loose foot of the sail is lightly tensioned with a full-width, carbon-

The Spitfire has a comfy cockpit, but we kept wanting to sit outside the coaming, which bites into the backs of the legs

ALL PICTURES: NICK CHAMPION

fibre batten. Then the sheet is taken through a 4:1 purchase onto the Ronstan traveller, which runs across an elegant bridge over the rudder stock on hi-tech bearings.

This arrangement makes gybing all-standing a cinch and there's no vang or outhaul to worry about, simplifying the controls at the mast foot. And the cockpit, which would easily accommodate four, feels more spacious and roomy as a result.

Nor was there any discernable impact on performance. The sail has been expertly shaped by Jeckells and sets beautifully – readily forming a powerful foil. Both main and jib sheet runs have been carefully considered so that the helmsman can easily adjust and lock on cam cleats. It's a simple thing, but many boats seem to get this cleating angle wrong.

Beating upriver towards Upnor Castle, she sailed gratifyingly close to the wind – more bermudan than gaffer here. There was no weather helm at all, even in the gusts swirling around the new homes springing up along the docks. Ewan says she

'The mainsail sets beautifully... into a powerful foil'

handles just as well in 20 knots, though you'd want a hand on the sheets.

At Upnor we turned downstream in search of cleaner winds in the lower reaches of the river. It was simple to unfurl the asymmetric (the £1,350 Sports Package), and with her very flat bottom, she was always looking to get up on the plane. With a healthy gurgle



Above: Her rudder is beautifully balanced. The stainless panel to port houses a telescopic boarding ladder



Below: Note the top-down spinnaker furler. The bowsprit is easily removed and stowed for towing

from the auto-bailers in the bilges, she sits up in the water, lifts her bow and takes off. The boat is sold without instruments, but we reckoned we touched five or six knots at times.

Both jib and spinnaker sheets pass through turning blocks set flush in the deck, to emerge at the same point through Ronstan ratchet blocks. Both are on roller furlers controlled by an endless line, and the asymmetric is on a Profurl top-down furler.



SPITFIRE 18

LOA: 18ft (5.5m)

LWL: 16ft 9in (5.1m)

Beam: 6ft 9in (2.1m)

Draught up/down: 1ft/3ft 5in (32cm/1m)

Sail area: 192sqft (17.8m²)

Price: From £23,850

Builder: North Quay Marine

Contact: www.northquaymarine.co.uk

As the sun dropped, thoughts turned towards a cup of tea. By now, the tide was making hard, so we fired up the 2.5hp Suzuki outboard in its cosy well. Unlike a Drascombe Drifter, say, the design doesn't allow the outboard to tilt, so the prop drags in the water when you're under way.

There's just time to demonstrate the copious stowage in no less than six lockers in the cockpit seating, one of which reveals a one-burner Origo spirit stove and another a chemical loo. This, with the stove, comes as part of the £1,800 Camping Package, alongside a tent and rolled-up sleeping platform for the aft end. The flat locker lids are not water tight, but Ewan promises improvements here. ✦

THANKS TO: Medway Yacht Club for loaning its facilities and marina launch

VERDICT

This isn't the cheapest way to own an 18ft camper-sailer, but she is exquisitely built using many traditional techniques and there are no hidden extras. Easy to trail and launch, great fun and fast.

PERFORMANCE: ★★★★★

ACCOMMODATION: ★★★★★

LOOKS: ★★★★★

seateach

seateach.com | 01243 375774

SEATEACH SAILS

ROLLER REEFING GENOAS

- made in the UK by one of our oldest and longest established sailmakers
- manufactured from the highest quality white Dacron fabrics
- fits most popular small to medium sized cruising yachts
- 2 year manufacturers guarantee
- usually available ex stock

10% OFF
any roller reefing genoa
when bought with a Plastimo
headsail roller reefing system

Luff	Area	Price	Luff	Area	Price
5.49m	7.70m ²	£ 259	8.53m	17.3m ²	£ 539
5.79m	8.30m ²	£ 279	8.84m	19.1m ²	£ 599
6.10m	9.50m ²	£ 299	9.14m	19.9m ²	£ 619
6.40m	10.00m ²	£ 329	9.45m	20.1m ²	£ 639
6.71m	11.40m ²	£ 359	9.75m	22.1m ²	£ 699
7.01m	12.10m ²	£ 379	10.06m	24.2m ²	£ 749
7.31m	13.60m ²	£ 429	10.36m	25.0m ²	£ 779
7.62m	14.20m ²	£ 449	10.67m	27.2m ²	£ 799
7.92m	14.90m ²	£ 469	10.97m	28.7m ²	£ 879
8.23m	16.00m ²	£ 499	11.28m	29.0m ²	£ 899

PLASTIMO

HEADSAIL ROLLER REEFING

- the number one choice for cruising yachts
- fit without removing your forestay
- fantastic value

406 FROM £249 **609** FROM £409 **811** FROM £619



BAUDAT

RATCHETING WIRE & CABLE CUTTERS



- surface-grounded specially hardened blades made of coated Cr-V-steel for toughness and durability
- fatigue-proof cutting due to ergonomic design
- all parts and blades are replaceable
- 2 models:
< 8mm 1x19
< 16mm 1x19

10% OFF
now from only £179

RIGGING

FROM SEATEACH

at SeaTeach, we offer a quality standing rigging service at prices comparable to or better than the UK's leading mail-order rigger. **GUARANTEED.**

only the best quality marine-grade hardware from suppliers as STA-LOK, Selden and Norseman-Gibb are used.

we also make up running rigging; sheets and guys at equally competitive prices using Liros cruising and racing ropes and a splicing service with a turnaround usually within 72 hours.

20' boat	4mm wire	6 stays	£ 339
24' boat	4mm wire	6 stays	£ 385
26' boat	5mm wire	6 stays	£ 445
30' boat	6mm wire	7 stays	£ 549
33' boat	7mm wire	8 stays	£ 769

ENTEL

HT20 HANDHELD VHF RADIO

- huge 2000mAh lithium-ion battery pack
- fully submersible IP67
- robust MIL-STD construction
- exceptionally loud audio
- all international marine channels
- 36 private channels
- extensive range of optional audio accessories



JUST
£99.99

find our latest bargains on **ebay** go to stores.ebay.co.uk/SeaTeach-Ltd

HATCHES & PORTLIGHTS

FROM SEATEACH: THE UK'S NUMBER 1 FOR STOCK, SPARES AND SERVICE



HOUDINI REPLACEMENT HATCH FROM GEBO

LIMITED STOCK

JUST £ 299

GEBO FLUSHLINE HEAD 260mm x 260mm cutout

PERFECT FOR HEADS

JUST £ 99

with over 30 years experience, the team at SeaTeach have accumulated a vast knowledge of hatches and portlights, of what fits and what does not, as well as the intricacies of fitting them. we stock an extensive range of hatches and portlights, from leading manufacturers.

SPARES

FOR HATCHES & PORTLIGHTS

at SeaTeach we carry an extensive range of spare parts for Lewmar, Gebo and other leading manufacturers.

from replacement seals, handles and hinges to Lewmar acrylics. if we don't have the part you need, we will make every effort to get hold of it for you.

call us, email us or come and see us and see how we can help you with your hatch & portlight requirements.



LEWMAR



sails & chandlery in emsworth since 1981

seateach limited | emsworth, po10 7pw | mon-sat 9am - 5pm | 01243 375774 | info@seateach.com | all prices inc. VAT@20%



AFTER

BEFORE

The original cabin had very limited forward vision from below.

Above: A mixture of new and refurbished windows and hatches have helped this former 1970s ferro cement wreck back into the 21st century.

There is a trend to open up the modern yacht to the sunshine. After all, the whole idea of living beside the sea is so you can sit back and enjoy the view. As the originator of the smart new Gunfleet 58 told us; "People want to be able to look at the ocean when they are down below. They don't want to feel trapped inside a dark cabin."

As a result, designers are adding much larger windows and portlights to the topsides of yachts, most prominently in motorboats, but also increasingly in sailing yachts. With the availability of tough, transparent plastics, stylish frames and self-locking hinges, it only requires a little imagination (and some minor

AMAZING GLAZING

REPLACING YOUR HATCHES, WINDOWS OR PORTLIGHTS CAN GREATLY IMPROVE YOUR BOAT'S GOOD LOOKS, AND ADDING NEW ONES CAN BOOST THE INTERNAL AMBIENCE.

JAKE KAVANAGH INVESTIGATES

surgery) to improve internal light and ventilation without endangering watertight integrity.

Even if you don't want to let additional hatches or portlights into the hull or deck, you may still need to replace the ones already there. The harsh marine environment will gradually wear away at your glazing, with the UV radiation attacking the acrylic or polycarbonate leading to crazing, and salt water corroding metal frames and hinges.

Fortunately, there is a wide selection of high quality replacements on the market, so adding new hatches, or just upgrading the ones you have is very straightforward. There is also the possibility to simply clean up the trims and replace the glazing, useful

if the original hatches are no longer made and a modern replacement looks out of place. Any of these options will make a big difference to your enjoyment of your boat, and have a positive impact on its value.



BEFORE



AFTER

This UV-damaged fibreglass hatch from the mid 70s is now obsolete, and beyond economic repair, but a new Gebo proved a very close match, and was easy to fit

Choosing the right hatch

There are several companies such as Gebo, Lewmar, Vetus, Seaglaze and Houdini making high-quality marine hatches, as well as one or two Chinese-made pattern copies available from importers, but essentially they will all be weather-tight and strong enough to stand on.

Manufacturers often supply their hatches in two basic variations, namely 'with flange' or 'without flange.' The vertical flange adds a bit more rigidity to the frame, and gives a neater internal finish, which can also accept a decorative plastic trim. As the flange needs to marry against an exact cut-out, it is most commonly used on a straight swap. If replacing an obsolete hatch where there may be less accuracy, then 'without flange' gives you more room for adjustment.

Another consideration is how the hatch will be kept open. Some have a ratchet mechanism in the hinges, which means that you can dispense with struts and so have a clear aperture.

Choosing portlights

Portlights are smaller than hatches and intended for vertical mounting, and most commonly fitted with frames of stainless steel or anodised aluminium. Key to your purchase is the portlight's CE coding. The strongest, and therefore the most expensive, are designed for the topsides (portion of hull above the waterline) of boats venturing into deep ocean, or 'area 1', whereas the

GET IN TOUCH

Is this a DIY job you would undertake?



facebook.com/
SailingToday




twitter.com/
SailingTodayMag



editor@sailing
today.co.uk

cheaper ones are only intended for the deck and cabin top in more sheltered waters (areas 2, 3 or 4.).

Brand new hatches and portlights will last for years, and are reassuringly expensive. If you are on a tight budget, good quality 'seconds' are available from some outlets. You'll also find some good examples at boat jumbles, but check them carefully. Some may have twisted frames, which could give you problems. 

Project refurb

HATCH OR WINDOW

If you have a hatch or portlight where the glazing is cracked or crazed, but the frame is still in reasonable condition, then it is quite feasible to have the whole thing refurbished. As a general rule, professional refurbishment will cost around half the price of a new hatch. Here's how to remove it for a refurb.



Step 1 To remove a hatch, first take off the decorative trim (if fitted), and then undo the retaining screws. Bolts may have been used in the hinge area.



Step 4 With the hatch out, the glazing can be removed. Low profile hatches usually have split trims, but some need professional glazing removal.



Step 2 Windows may have interscrews, where a machine screw tightens into a sleeve. Be aware that the released interior trim may drop and damage the woodwork.



Step 5 Windows also usually have a split frame, with the undoing of screws to remove the glazing. Corroded screws may need to be drilled out.



Step 3 Don't force it, or you could distort the frame. Use a thin, sharp blade to cut away any stubborn areas of sealant, and apply the pressure at each corner if necessary.



Step 6 New glazing (often available as a spare part) is dropped onto fresh sealant. New latches and seals can be fitted at the same time.

Modern approach

Hallberg-Rassy uses large hatches over the accommodation, and flush hatches where the crew will be relaxing on deck. This is an ideal combination, but hard to retro-fit.



Replacing a hatch

With the old hatch removed, it is fairly easy to replace it with a new or refurbished version. Lewmar ensures that its hatch models are all to the same cut-out, so a size 60 made in 2013, for example, will drop into exactly the same aperture as the size 60 made in 1990. Sometimes, a hatch is just too old or obsolete to have a modern equivalent, so a replacement is needed.



Step 1 The deck support should be properly prepared by removing old sealant with a sharp scraper and solvent, and then lightly abraded.



Step 2 Countersink and fill any old holes in the wrong place, and then drill new ones using the frame as a guide.



Step 3 Flexible marine sealant (non adhesive) is applied to the frame, aiming for a 6mm bead each side of the screw holes.



Step 4 Screw the hatch down evenly. Bolts may be used at the hinges, where there will be more stress. As the frame beds down, sealant will witness from the edges.



Step 5 Clean up the sealant by first scraping it up with a plastic edge, and then wiping it down with white spirit. Ensure enough sealant has been left under the frame.



Step 6 The final task is to remove the protective film from the hatch. Leaving it on to protect the acrylic over the winter is ill advised, as the glue will harden in the UV.

WINDOW COSTS

Providing there were no complications, reglazing and resealing within a metal frame would cost around £67.35 +VAT for a window measuring 310mm x 155mm, including postage. Customers can also benefit from kits supplied by the company for DIY repairs.

HATCH COSTS

(Based on a new Lewmar Ocean escape hatch)

New Lewmar Ocean hatch, size 60 – £490.44 (Seateach online)

Full refurbishment carried out by EBW – £247 86
(includes new acrylic)

Full refurbishment carried out by owner – £159.00

DIY Sealing kit only – £18.66

All prices include VAT and kits are sent with a full set of instructions.

Enquiries www.eagleboatwindows.com
Tel: +44 (0)1282 697700

New hatch replacement:

Cost for a replacement will involve the price of the hatch, and maybe another £15 –£20 for fittings and consumables. It shouldn't take more than a couple of hours, including removing the old sealant. Some companies, such as Seaglaze, can make you a custom hatch to order for that special project and match tints to existing hatches.

www.seaglaze.co.uk

Adding a new portlight

If you don't want to go to the major surgery of a main hatch, smaller hatches and portlights are quite easy to fit. Here are a few ideas of how the ventilation in even small boats can be improved with a strategic, sealable, small glazed opening.



Reader Peter Spargo added a small hatch on his Corribee 21. As hatches and portlights must not flex by more than 1 degree, he made a flat hardwood frame to take up the deck curve.



Essential to any successful portlight fitting is achieving the right cut-out. For multiple windows, a template can be used. This one is for a fixed in-hull portlight.



Portlights can also be inserted into fixed acrylic windows to improve ventilation. This is becoming increasingly common, with retrofits quite possible.



Portholes simply need a circular cut-out, easily achieved by using a simple 'stirring-stick' compass. The original hole here was made too wide, hence the ply insert.



Clamp-design opening portlights need a certain thickness of hull for the two halves to connect properly. Here a thin superstructure has been beefed up with plywood.



Hulls of more than 25mm thickness may need some surgery. Sections have been cut from the wooden cross members, and the inner frame trimmed to fit this one.

Top tips from Eagle Boat Windows

Lancashire-based Eagle Boat Windows, a specialist marine reglazer, completed the hatch and window refurbishment projects shown here.

Proprietor Rob McKelvey recommends that if using glass for a DIY replacement, always select the toughened variety to the correct standard; BSEN 12150 class 1 with a kite mark. When using acrylic or polycarbonate instead, the company uses 6mm thickness for smaller windows, with 8–10mm for larger ones. The sealant is injected with a pneumatic gun, although a DIY job could be done by pushing the sealant in evenly on both sides of the glazing using a putty knife, before trimming and cleaning up with solvent. Rob says that their biggest problem is when customers forget to clearly label and identify each window. Some even arrive as a bundled package with no letter or return address. "Marking everything with removable labels will really help us to speed up your job, as we want the windows to be out of your boat for the shortest possible time," he explained.

MAXWELL Anchoring Solutions



Once again Maxwell leads the way with innovative and powerful windlass technology – anchor the easy way with Maxwell Marine

Contact us or go online for the full Maxwell Marine catalogue

☎ 023 8045 8400 | sales@maxwellmarine.co.uk | www.maxwellmarine.com



A **MAXWELL** COMPANY

SPEEDSEAL *Life*
Award winning Bearing Encased*



DOUBLE IMPELLER LIFE RUN-DRY SAFETY

Upgrade kits available
01372 451992
www.speedseal.com

now on military, rescue & lifeboats

Traction Made Beautiful...
The High-Performance Non-skid coating system.



Vitesse
Unit E4 Fort Wallington, Fareham, PO16 8TT
sales@vitessemarine.co.uk

01329 232360
www.vitessemarine.co.uk/kiwigrip

allGadgets Marine

Sales & service telephone
01395 22 77 27

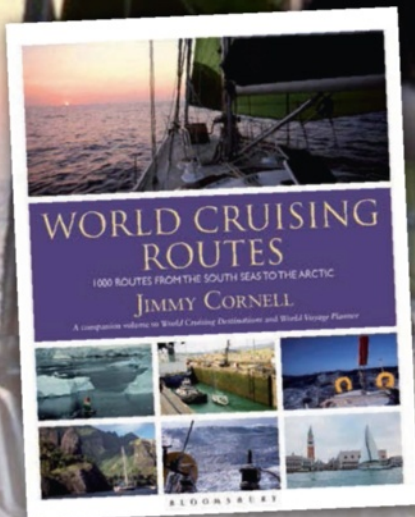
Helpful service, sensible prices. Order online or by phone
Prompt despatch for wide range of stock items
Non-stock items usually available on short lead times



See website for latest offers and to order online
www.allGadgets.co.uk

ADLARD COLES NAUTICAL

THE WORLD'S LARGEST NAUTICAL PUBLISHER



Order today and **save 20%** on all Adlard Coles Nautical titles.
To order, visit www.adlardcoles.com and enter NAUTICAL14 at the checkout.

B L O O M S B U R Y

James Dickens Marine Ltd



Parker 235 2007
Boat on trailer, huge spec,
see website details. £22,850



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



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



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



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



1993 Moody 38
REALLY NICE ONE
Full spec on website. £TBC

SEE "VIDEOWALKS" ON WEBSITE

Tel: + 44 (0) 2380 841100 Mobile: 07733 886018

Email: sales@jamesdickensmarine.com
Hythe Marina, Southampton

www.jamesdickensmarine.com

Michael
Schmidt
& Partner

YACHT BROKERS



Great brokerage
displays and
used boat shows
that lead the way

stop press

Record breaking boat shows drive sales - call
now for brokerage and winter storage deals...

www.michaelschmidt.co.uk

A selection of the sail and power boats we offer...



Moody MK II - 1987

£32,950



Halberg-Rassy 36 - 1997

£129,950



Hunter 27 MKII TK - 2004

£36,450



Beneteau Oceanis 50 - 2006

£159,000



Pronavia 38 - 2007

£84,950



Bavaria 37 - 2000

£49,500



Retreat Boatyard

RETREAT DRIVE, TOPSHAM, EXETER EX3 0LS

Email: lynn@retreatboatyard.co.uk

Web: www.retreatboatyard.com

Tel: 01392 874 720 / 875 934

Fax: 01392 876 182



Just 5 mins from Junction 30 of
the M5 Motorway
AMPLE FREE PARKING

Chandlery
Shipwrights
Engineering
Electronics
Craneage
Mooring
Storage
Brokerage
Osmosis Treatments
Interspray Centre

Main Dealer:



Agent:



Moody 41 1983 fin
keel £54,950



Moody 34 1984
bilge keel now £39,950



Hunter Horizon 1986
26 lb Volvo Diesel
£12,950



Comish Crabber 24'
2002 launched 2003
in/d now £38,950



Searay 185 6m
Sport 2007
£13,950



Merry Fisher 2003
6.32m Nanni in/b diesel
c/w trailer £18,995



Regal 1800 LSR 2000
Volvo penta petrol c/w
trailer £6,500



Hardy 335 1987 2 x
diesel Volvo 230hp
engines now £32,500



15 ft Dayboat c/w trailer
previously owned by
renowned celebrity £2,850



Leisure 20 1979 c/w
trailer & o/b £3,850



Westerly Konsort 28'
Launched 1980. Bilge
Keel £19,950



Colvic 29 1976 Wheel
steering. High volume
hull £11,500 ono

Motor cruiser 18ft c/w Suzuki 60 & trailer.....£2,950

Macwester 26 1967.....£4,250

Slender 20' 2004 Honda 4, fi n keel c/w trailer £4,750

Vivacity 24 1972 Mercury 9.9 yr 2010.....£4,250

Westerly Centuar 1974 bilge keel.....£8,500

COMING SOON SOUTHERLY 45 POA

Opening times Mon-Fri 8am ~ 5pm; Sat 9am to 1pm

Out of hours brokerage by appointment only.

contact us now at your local office...

Hamble Point:

02380 455 714
SO31 4NB

Windermere:

01539 447 700
LA23 3HE

Kip Marina:

01475 529 975
PA16 0AS

Rhu Marina:

01436 821 606
G84 8LH

SHORE & PONTOON SALES | COMPETITIVE SALES PACKAGES | MULTI MEDIA MARKETING



SUBSCRIBE TODAY

SAVE over £26



WHEN YOU SUBSCRIBE TO **SAILING TODAY**

PLUS receive **The Yachting Year** annual absolutely FREE!

The Yachting Year

The Yachting Year looks back on the year's defining sailing events, interviews some of the leading lights and looks forward to 2014, a year set to be packed with more explosive action.

- ▶ Americas Cup, Cowes Week and Fastnet
- ▶ Sail to Antarctica, Panama and Norwegian Islands
- ▶ Interviews with Ben Ainslie, Robin Knox-Johnston, Paul Larsen and more
- ▶ Everything from dinghies to classic superyachts
- ▶ PLUS 2014 events calendar



GET 12 ISSUES

OF SAILING TODAY AND THIS AMAZING FREE GIFT, FOR JUST £39.95 ON DIRECT DEBIT

SPECIAL UK RATES:

Annual Direct Debit – 12 issues for £39.95 (usually £66) + FREE GIFT
Debit/Credit Card – 1 year (12 issues) for £44.95 (usually £66)... **SAVE OVER £21**

SPECIAL OVERSEAS RATES:

Debit/Credit Card – 1 year (12 issues) for £54.95 (usually £78)... **SAVE OVER £23**

TO ORDER: Go to www.chelseamagazines.com/sailing-today
Or call **+44 (0) 1795 419 842**

Sailing Today is also available in digital format. Go to: sailingtoday.co.uk/subscribe-to-sailing-today for more

CHELSEA MARINE MAGAZINES

Classic Boat

YACHTS & YACHTING

SAILING TODAY



BATES WHARF

southern ltd

Beneteau Oceanis 440
 1991 Year Model, Wheel Steering, Winged Fin Keel, Perkins Prima 50 hp Diesel Engine, B & G Tri Data Instruments, Phillips & Garmin GPS, Furuno Radar, Simrad Auto Pilot, AIS, Navtex, Panda Generator, Eberspacher Heating, Cruising Chute & Snuffer. Lying Eastbourne.
£75,000



Oyster 56
 1998 Year Model. A Superb Blue Water Cruiser, Yanmar 4JH4-THE 110hp (2008). New Standing & Running Rigging, New Kemp Sails, Raymarine P70 & i70 Displays, Garmin GPSMAP 5015 & Integrated HD Radar, Raymarine Satellite TV Receiver, Selden Hydraulic Operated Headsail, Staysail, Gooseneck Drive & Backstay. Lying Eastbourne.
£485,000



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



Bavaria 40 Cruiser
 2008 Year Model, 3 Double Cabins, Deep Fin Keel, Twin wheel steering, In-Mast Mainsail, Volvo Penta Sail Drive 38hp Engine, Electric Anchor Windlass, Raymarine Chart Plotter, Tri Data Instruments, Auto Pilot, ICOM VHF & Webasto Heating. Lying Brighton
£89,950



Beneteau First Class 7.5
 2005 model year Beneteau First Class 7.5 racing yacht. inventory includes outboard engine two mainsails, two roller genoas and an asymmetric spinnaker. Lying Eastbourne.
£16,000



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



Freedom 30
 1990 Year Model, Long Shallow Keel, Wheel steering, Cat Ketch Rigged with Carbon Fibre Masts, Nanni N2 14hp diesel Engine (New 2012), 4 Berths, Stowe Tri Data Instruments, Garmin GPS, Icom VHF Radio, Auto Pilot, Saunders Main Sail & Mizzen. Lying Eastbourne.
£27,950



Southerly 110
 2010 Year Model, Lifting Keel, Wheel Steering & Twin Rudders, Yanmar 39hp Sail Drive Engine, In-Mast Mainsail Furling, Self-Tacking Furling Genoa, Bow Thruster, Electric Anchor Windlass, Raymarine Chart Plotters, Autopilot, Wind Generator & Coppercoat.
£180,000



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.
£27,500



Hunter Pilot 27
 2002 Year Model, Bilge Keel, Hull Epoxy Treated When new, Nanni 250HE 14.5 hp Diesel Engine, Slab Reefing Mainsail, Furling Genoa, Garmin 750 GPS Chart Plotter, Raymarine ST2000 Tiller Pilot, Simrad VHF Radio, ST40 Wind, Speed & Echosounder Instruments & Navtex. Lying Eastbourne.
£36,950



Oyster 26
 1980 model year, Bermuda Sloop Cruiser/Racer, 5 Berths, Fin keel, Tiller Steering, Volvo Penta Sail Drive, Autohelm Auto Pilot, Magellan GPS & VHF Radio. Lying Eastbourne.
£14,500



Westerly Griffin
 1979 Year Model, Fin Keel, Tiller Steering, Mitsubishi 17hp Engine (Replaced 2008), 6 Berths, Standard Horizon 300 Chart Plotter, Icom DSC VHF Radio, Navman Wind & Tri Data Instruments. Lying Eastbourne.
£16,000



www.bateswharf.com

BATES WHARF SOUTHERN,
 LET US HELP YOU FIND YOUR PERFECT BOAT.

Bates Wharf Southern Ltd
 3A Harbour Quay,
 Sovereign Harbour,
 Eastbourne,
 East Sussex BN23 5QF

Call: 01323 470 066

boatsales@bateswharfsouthern.co.uk



BENETEAU agents from
 Chichester Harbour to Dover





100% QUALITY

Sailing Holidays in La Gomera

"Quality instruction in an enjoyable relaxed setting." - David


- Superior Service
- Outstanding RYA Training
- Amazing Location



www.canarysail.com/viewQuotes.jsp
email: info@canarysail.com Tel (UK): 01252 837648






CLYDE & WEST COAST CRUISING




Bareboat and Skipped Charters
Firth of Clyde and West Coast
Convenient for Glasgow/Prestwick Airports
Oceanis 40 (New 2009) luxuriously fitted
Owner: enthusiastic RYA Instructor & Examiner
RYA Recognised Sea School
RYA Courses

- RYA Coastal Skipper/Yachtmaster exam prep.
- Personalised practical/theory tuition to the highest standards.
- Corporate Entertainment
- Individual/group instruction on Oceanis or own boat tuition.
- No hidden extras, relaxed and memorable experiences.
- Wildlife, SAR Helicopter hi-lines, lots of laughs.
- Other Yachts Available for charter from 35 to 45ft.
- Oceanis 40 (New 2009)
- Beneteau 423 (2006), Bavaria 38 (2005)

Contact: Ian - Clyde & West Coast Cruising
Tel: 01505 843714 Mobile: 07768 663190
Email: info@clydewestcoastcruising.com
www.clydewestcoastcruising.com



TURKEY & GREECE

Discover 2 fascinating countries in 1 fabulous holiday




CATAMARANS

Bareboat & Skipped
*luxuriously appointed
extensively equipped
& competitively priced*

CALL NOW FOR DISCOUNT OFFERS


tel/fax: Int+90 2523637794
info@broadbluecharters.com
www.broadbluecharters.com



Simply the best...

Learning Navigation just got easier...

Our RYA approved online sailing courses are now supported by more video tutorials, more graphics and some great technical advances. Study for your RYA theory qualification the modern way – at your own pace, in your own time with full one-to-one support.



Get instant access. Sign up online today!
www.splashseaschool.com





TURKEY UK
 MEDITERRANEAN BAREBOAT
 CARIBBEAN SKIPPED
 PACIFIC CREWED
 ASIA SAILING COURSES

Early Booking Offers Available




02392 347655





www.top-yacht.com

ON-LINE DAY SKIPPER AND YACHTMASTER THEORY COURSES £295

COMMODORE YACHTING RYA PRACTICAL AND SHOREBASED COURSES SOLENT BASED TRAINING CENTRE

Learn at home with our on-line Day Skipper and Yachtmaster theory courses. Full tutor support, course materials, free theory clinic, free plotter and dividers for Day Skipper theory and **£25 off your practical course.**
 On-line and classroom combined course also available

www.commodore-yachting.com
training@commodore-yachting.com
 02392 504443 / 07971 290589

Sail away with Solent Yacht Charter International
 incorporating Haslar Sea School and Victory Yacht Charter

Quality yachts required to join our busy UK charter fleet

- Solent Sailing
- Sea School
- Corporate Entertainment
- Charter Management
- Explore the opportunity of charter income to offset the cost of yacht ownership

For the latest information on prices, special offers, new boats and more just log on to www.solentyachtcharter.com
 Email: info@solentyachtcharter.com
 Call: 023 9260 2708 to make your booking




YACHT CHARTER GREECE & THE CARIBBEAN

www.sailionian.com

- Bareboat Charter • Skippered Charter
- Assisted Sailing • RYA training courses






- We are family run
- All yachts are in excellent condition
- Yachts from 30 to 56 ft
- Dinghy & Outboard included
- Go sailing on the day of arrival
- Wifi available on board
- Why not Indulge yourselves on a luxury Skippered charter




WWW.SAILIONIAN.COM | INFO@SAILIONIAN.COM | 0800 321 3800

**HOYLAKE SAILING SCHOOL
MERSEYSIDE**
5 DAYS OR 2 WEEKEND THEORY COURSES
 Dayskipper • Coastal Skipper
 Yachtmaster Offshore • Yachtmaster Ocean
 STCW95 MASTER <200gt
ONE DAY COURSES
 Diesel Engine • First Aid • VHF
 Radar • MCA Sea Survival
 RYA Evening Classes begin in September
Courses available in the Riviera
www.sailorsworld.co.uk
 MARINE HOUSE, 86A MARKET STREET,
 HOYLAKE, WIRRAL, MERSEYSIDE CH47 3GD
0151 632 4664





- Moonfleet Sailing -
 Call: 01202 682269 Email: info@moonfleet.net

- ▶ All RYA Practical and Theory courses.
- ▶ VHF/SRC, ICC and CEVNI, Diesel Engine, First Aid and Radar.
- ▶ Cruises to France, West Country and Channel Islands.
- ▶ Corporate Entertainment
- ▶ Bareboat/Skippered Charters, Own Boat Tuition, Yacht Deliveries.

All inclusive price
 Late booking offers - See our website for details.

Cobbs Quay, Hamworthy,
 Poole, Dorset BH15 4EL
Tel 01202 682269
 www.moonfleet.net



See us at Southampton
 Boat Show stand J086



SEAFARER
 CRUISING & SAILING HOLIDAYS

**FLOTILLA SAILING
 BEACH CLUB HOLIDAYS
 & YACHT CHARTER**

GREECE • TURKEY • CROATIA • CARIBBEAN

Scan here for



discount voucher

**TOP QUALITY
 BEST PRICES**



www.seafarersailing.co.uk

0800 496 4670





BEAUTIFUL GREEK ISLAND SAILING
 Sail the Ionian Islands on one of our well equipped and maintained yachts
 Fully licensed for bareboat and skippered charter
 Professional, friendly service
Tel: 0030 6947 040767
www.pinnacle-yachts.co.uk
info@pinnacle-yachts.co.uk



sailingholidays.com[®]
 Flotilla Specialists






FULL FINANCIAL PROTECTION

Relax and enjoy it!

020 8459 8787

**Private exclusive
 Yacht Charters
 Malta**



Charter one of our sailing yachts or motor boats for a day, a weekend or even a week.
 You may sail or cruise around the Maltese Islands, Sicily or beyond.
 Yachts are available with or without Skipper.

NAUTICA 21 - 23 Msida Road, Gzira GZR 1401 - Malta
 Tel: + 356 21338253, + 356 21345138/9 Fax: + 356 21343821 GSM + 356 99496510
 e-mail: info@nautica.com.mt www.yachtchartermalta.com, www.nautica.com.mt



Fast & Fun



**EAST COAST SPECIALISTS IN
 RYA POWERBOAT TRAINING**

**LEVEL 1, LEVEL 2, INTERMEDIATE,
 ADVANCED, SAFETY BOAT TRAINING**



PLUS CORPORATE FAST AND FUN DAYS

Britannia Sailing East Coast Victory House, Shotley Marina, Ipswich, Suffolk IP9 1QJ
 T. (01473) 787019 E. enquiry@britanniasailingschool.co.uk

www.britanniasailingschool.co.uk

Discover a world of sailing with Kiriacoulis



First for sailing holidays in the Mediterranean. The finest yacht charters at the best value for money.

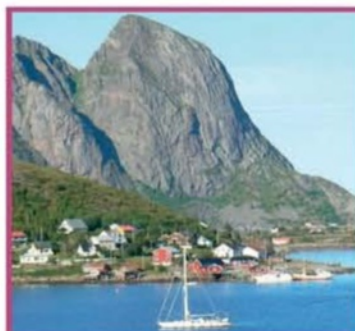
Charter in Greece, France, Turkey, Italy, Malta, Croatia or the Caribbean.

MAIN UK AGENTS
Nautilus Yachting
 The Watermill, 87 High Street, Edenbridge, Kent TN8 5AU
 t: 01732 867445 e: charter@nautilusyachting.com
 www.nautilusyachting.com

Tenrag Yacht Charters Ltd
 Tenrag House, Preston, nr. Canterbury CT3 1EB
 t: 01227 721874 e: info@tenrag.com
 www.tenrag.com



KIRIACOULIS
 MEDITERRANEAN
 www.kiriacoulis.com



Adventure Sailing Holidays

Aboard an Oyster 55

Fabulous Sailing in the Lofoten Islands of Norway

24 hour Daylight
 Stunning Scenery
 Wonderful Wildlife
 Peaceful Anchorages

www.velvetadventuresailing.com
 voyages@velvetadventuresailing.com

EXPLORING UNDER SAIL



Nautilus Yachting

WORLDWIDE BAREBOAT AND FLOTILLA HOLIDAYS

sailing holidays your way

Great yachts at the best prices throughout the Mediterranean and the Caribbean

Friendly flotillas in Greece, Turkey and Croatia



call 01732 867 445 | www.nautilusyachting.com

GREECE | CROATIA | TURKEY | FRANCE | MAJORCA | ITALY | ANTIGUA
 BRITISH VIRGIN ISLANDS | GRENADINES | SEYCHELLES | THAILAND

Escape...

with

SUNSCAPE
 YACHTING

01737 300805
 sunscapeyachting.co.uk



FLOTILLA AND BAREBOAT CHARTER

TURKEY | GREECE | CROATIA | SARDINIA | SICILY | BALEARICS

Small, friendly flotillas | Sail-and-Stay holidays | Learn-to-Sail | Gulet and Yacht cruises





Bareboat & Flotilla in the Mediterranean




www.setsail.co.uk email: boats@setsail.co.uk tel: 01787 310445



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

ACT NOW FOR MASSIVE DISCOUNTS!

www.latesail.com
Worldwide Discounted Yacht Charters

LateSail 

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

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

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

ST168 Latesail



OVER 30 YEARS OF QUALITY TUITION

- Professional Sail Training • All RYA Courses covered •
- MCA/STCW Courses •

Tel: 023 8045 2668 • hamble.co.uk







Don't miss our sister titles




chelseamagazines.com


The Holidays & Schools Directory is the place to advertise, call now on +44 (0) 1489 585210 or email gemma.foster@chelseamagazines.com



Elite Sailing
training and adventure



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

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

Chatham, Kent – 45 minutes from Central London
Tel: 01634 890512 | www.elitesailing.co.uk

Learn Navigation... at home

The UK's leading correspondence school est. 1970



- Started at night school but never finished?
- Enrol at any time of the year in the UK or overseas
- Complete your course at a pace to suit yourself
 - No commitment to specific times and dates
 - All charts and publications included
- Complete your course and RYA exams at home
- Tutor support is only a phone call, email or fax away
 - Motor and sail
 - Full RYA certification
- Course material now a CD-ROM option

RYA Day Skipper Sail
RYA Day Skipper Motor
RYA/MCA Coastal Skipper/Yachtmaster
RYA/MCA Yachtmaster Ocean
RYA Coastal Cruising to Ocean Cruising

For a FREE prospectus contact us on
Tel: 00 44 (0)1625 262365
Mob: 00 44 (0)798 444 7760
Email sail@nmcs.org.uk
www.nmcs.org.uk



National Marine Correspondence School





As real as it gets without leaving home!

40 YEARS OF SENSATIONAL SAILING



SINCE 1974, SUNSAIL HAS BEEN CREATING MEMORABLE SAILING EXPERIENCES.

Today, using our years of experience we are able to bring you the biggest and best choice of yachts in 27 of the most exciting and exotic locations around the world.



SEE THE WORLD, DIFFERENTLY.
0845 619 5646 WWW.SUNSAIL.CO.UK



0151 207 2860

NORWEST MARINE LIMITED

LIVERPOOL - 0151 207 2860 IMMINGHAM - 01469 576 795

Unit 43, Wellington Employment Park, Dunes Way,
Liverpool L5 9RJ. Email: info@norwestmarine.co.uk

www.norwestmarine.co.uk



**CAT C
FIRST AID KIT**



**LIFEBUOY/RING
2.5 KG MCA
APPROVED**



**SOLAS LIFE
JACKET LIGHT**



**MULLION 275N
HIGH RISE SOLAS
LIFE JACKET**



**KRU XS
AUTOMATIC ADULT
LIFE JACKET**



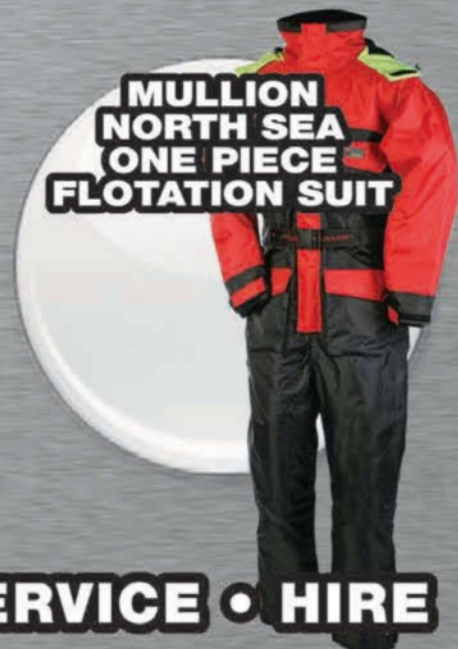
**KRU CHILD
+ JUNIOR
LIFE JACKET**



**SEASAFE 4 MAN
ISO-9650-1
LIFERAFT**



**MCA APPROVED
4 YR OFFSHORE
FLARE PACK**



**MULLION
NORTH SEA
ONE PIECE
FLOTATION SUIT**



LIFERAFT SALES • SERVICE • HIRE

ANTIFOULING

THE ORIGINAL SOFT ABRASE SYSTEM

Safely removes old antifoul and paint etc, with no damage to gelcoat. Dry grit blasting also available. Gel Peeling and epoxy coating service.

Symbblast.com

Tel: 01202 387289
07957 655978

01489 Symbblast

BOAT SHARE



Yacht Fractions Ltd

(est. 1991)

The Yacht share specialists.
Shares for sale used and new boats
New boats supplied for private or shared
or Charter management
Bavaria, Beneteau, Jeanneau,
UK and Med.

www.yachtfractions.co.uk
01326 374435

visit sailingtoday.co.uk

FITTING OUT

Sailspar Continuous Line Headsail Roller Reefing System

BUILT TO LAST

Sailspar designed its own unique continuous line headsail system and this has now been in production for more than 25 years.



www.sailspar.co.uk
01206 251348
office@sailspar.co.uk



BOAT YARD SERVICES

Hayling Yacht COMPANY



THE SOUTH'S LEADING OSMOSIS CENTRE

USING 5 HOTVAC MACHINES. FASTER, MORE EFFECTIVE TREATMENTS WITH AN OPTIONAL FULL 5 YEAR GUARANTEE.

CALL 02392 463592

EMAIL: INFO@HAYLINGYACHT.CO.UK VISIT: WWW.HAYLINGYACHT.CO.UK

FITTING OUT

SOLVE YOUR SEALING PROBLEMS



SEALS+DIRECT

• Hatch and door seals • Window rubbers
• Rubber and PVC Fender • Edge trims
• Extrusions • Adhesives • Hoses,
Plus lots more

FREE fully illustrated catalogue.

Please visit our website or call
0845 226 3345 OR 01425 617722
Seals+Direct Ltd, Unit 6, Milton Business Centre, White Drive,
New Milton, Hampshire BH25 6RH
www.sealsplusdirect.co.uk

SHERATON MARINE CABINET
Gratings - Tables - Doors
THE YACHT TIDY or Cove Locker
Solid TEAK Panel with rear
container and fitting instructions
PRICE - £44.00 incl p/p & VAT.
www.sheratonmarinecabinet.com
Tel - 01993868275

The Holidays & Schools Directory is the place to advertise, call now on +44 (0) 1489 585210 or email gemma.foster@chelseamagazines.com

INSURANCE

Wight: 07.45 hrs 01/06/13
Wind: 15 knots gusting 26 knots, shifting NNE
Weather: Clear, good visibility
Boat: Bavaria Match 35 - "HKJ Firestarter"
Location: 2013 Round The Island Race - just off The Needles
HKJ Firestarter: IRC Bavaria Class winner in 2012 and 2013 Round The Island Races, skippered and crewed by Keith Lovett (who has completed the race 25 times) and Antony James of Haven Knox-Johnston - supporters of the event as race partners for the past 10 years

Together we've got it covered
Call now on 01732 223 650 or visit www.boatinsure.co.uk

Haven
Knox-Johnston
An Amlin Group Company
SPECIALIST BOAT INSURANCE

See behind the ads
YouTube
Haven Boat Insurance

11 Tower View, Kings Hill, West Malling, Kent ME19 4UY. Haven Knox-Johnston is a trading name of Amlin Underwriting Services Limited. Authorised and regulated by the Financial Conduct Authority

Boating on a Budget?
PLEASURECRAFT INSURANCE
from
Traffords LIMITED
www.traffords-insurance.co.uk
Competitive Premiums
Instalments Available
Independent Family Business
Telephone: **01525 717185**
Fax: **01525 717767**
Email: info@traffords-insurance.co.uk
Traffords Ltd, 7 Doolittle Yard
Froggall Road, Ampthill
Bedford MK45 2NW

YACHTING24
online insurance

Insurance to match the cut of your jib...

Straightforward online quotation and purchase system
Only pay for the cover you really need
Agreed fixed value policy with no need for a survey

www.yachting24.co.uk

A member of the Pantaenius Group
A member of the Pantaenius Group

PANTAENIUS
TRAVEL INSURANCE

LIFE RAFTS

LIFERAFT AND EPIRB HIRE

Send for our FREE info pack and depot list
0800 243673
www.liferafts.com
info@liferafts.com
Fax: 01621 785934
LIFERAFT & DINGHY SERVICING
Liferaft House
Burnham-on-Crouch
Essex CMO 8TE
THE WORLD'S LARGEST DEDICATED LIFERAFT HIRE COMPANY

GOTO
PREMIUM LIFERAFT SERVICES
THE LIFERAFT HIRE COMPANY

INSURANCE

Yacht Insurance due?

Make sure you get a quote from us

Everything you need
One of the most comprehensive policies on the market.

Outstanding claims settlement
When it comes to claims settlement our reputation is second to none.

Incredible value
Our yacht insurance costs less than you think.

For an instant quote and same day cover call
0151 473 8000
Monday to Friday, 9am to 5.30pm
gjwdirect.co.uk



GJWDirect
The UK's Largest Direct Boat Insurer
Authorised and regulated by the Financial Conduct Authority

SAILS



*Celebrating 50 years
1964 - 2014*

**Cruising Sails • Racing Sails
Top Down Furlers • Marine Covers
Architectural Awnings**

sails@dolphin-sails.com • www.dolphinsails.com
Tel: 01255 243366



**QUAY SAILS
(POOLE) Ltd**

**Cruising & Racing Sails
Covers & Accessories
Quality and Performance**

Tel: 01202 681128 Email: info@quaysails.com
20 Lagland Street, Poole, Dorset BH15 1QG
www.quaysails.com



SAILS

Bespoke Covermaking



Kemp Sails

Sprayhoods
& Biminis
Sail Covers
& Dodgers
Mainsail
'Packaways'

Call Gosport on 023 92 808717
or Wareham on 01929 554308
email: info@kempsails.com
www.kempsails.com

YACHT DELIVERY

Halcyon Yachts

International Yacht Delivery

Our Passion, Your Peace of Mind

 01929 462747
07966 537992 
info@halcyonyachts.com
www.halcyonyachts.com

YACHT CHARTER

www.pinnacleyachtsales.com
Buy with confidence in Greece

SELF STEERING

Let Hydrovane sail you home safely.

Najad 520 with off-center installation ▼

WWW.HYDROVANE.COM



**ECHO Tec
Watermakers**

AC, DC and belt
driven systems from
8 to 1500 gals/hr.

Totally independent self-steering
system and emergency rudder
... in place and ready to go.



SURVIVE YOUR DREAM

001.604.925.2660
info@hydrovane.com

WINTER STORAGE



**Hayling Yacht
COMPANY**

2 - 4 week winter storage deals

If you like quick turnaround storage, then look no further. Fully secure compound, 4 metre walls, gated, CCTV - with full electrics and concrete flooring. We can cater for two to four week stays - ensuring you're back in the water in no time. Prices from £28.15 + VAT per metre. Catamarans welcome. Longer stays welcome. Full yard facilities.

Call Zena on 02392 463592 today
www.haylingyacht.co.uk
info@haylingyacht.co.uk

WEBGUIDE

www.pinnacleyachts.co.uk
Beautiful Greek Island Sailing

www.dolphinsails.com

The Holidays & Schools Directory
is the place to advertise,
call now on
+44 (0) 1489 585210
or email
gemma.foster@chelseamagazines.com

Don't miss our sister titles



chelseamagazines.com



JAVELIN 30 5 BERTH CRUISER

1GM Yanmar diesel. Survey Report available with full set of sails.
Moored at Fareham, Hants.

► For full specification telephone 01329 282820



MAURICE GRIFFITHS CUTTER-RIGGED KETCH

Launched 1987, re-engined 2000 with Nanni 37 hp. Versatile rig to suit any conditions, easily handled. 39'8" overall, based on Barbican 33 hull. A lot of boat for the money. Lying Fehmarn, Germany but vendor can help sail her back to East Anglia.

► Price: £25,000 ono

► Contact: kontakt@schmidt-yachts.de or ring Toby on 01603 452376



BENETEAU FIRST 35

Incredibly spacious 8 berth cruiser / racer (1981) – Beta 30hp engine fitted in 2011 – Furuno colour radar plotter – GPS – Navtex – Eberspacher – Life raft – Hot water system – Electric windlass and lot's more.

► Price: £25,000

► Contact: 07976898187 or 07789641793



2003 JEANNEAU SUN ODYSSEY 37

Lightly used and an excellent example of this popular fast cruiser. 3 cabins, very comprehensive inventory includes safety equipment, dinghy etc. Berthed on the Turquoise Coast with idyllic cruising grounds.

► PRICE: £49,500

► Contact for full details: 01923 262212 / design@barrykemp.co.uk



YARMOUTH 23 GAFF RIGGED CUTTER

Good condition ready to sail. Well maintained inside and out. Well equipped. Fully serviced Beta 13.5 diesel engine warps, fenders, crockery and glassware Gas cooker, sea toilet.

► Price: £21,000 ono

► Contact: 01983 884633 / philip.dodd755@btinternet.com



NAUTICAT 33 1975

Motor sailer, long-keel ketch. Sleeps 6, 2 heads. Spacious wheelhouse. 4 sails, covers, legs. 70+HP Ford Diesel: 2X 300lt tanks. Autopilot. 2012 survey available. Registered. Ipswich. chris-john.harvey@tiscali.co.uk.

► Price: £34,000

► Tel: 01508 558446



NICHOLSON 32 MK XI (1981)

Last of this famous line of classic ocean cruisers. 2012 Beta 43hp diesel, new wiring, batteries, solar panels, charger and inverter, pressurised water and much, much more.

► Price: £22,500

► Contact: 07711 717653



ATLANTICA 375 DUTCH BUILT 1988.

Based Levkas Greece
7 berth, fully equipped, professionally maintained
5 share syndicate bargain

► Price: £6000 share

► Tel for full details 07941331690

Dispatches


ST HELENA | PEARL OF PERSIA



We finally left Cape Town in brilliant sunshine with Table Mountain towering over the city in a spectacular backdrop.

Motoring out from the V&A marina and into Table Bay, it felt a festival atmosphere as the bridge lifted, hundreds of tourists waiting each side, waving and taking photos. Someone yelled 'where are you going?', no doubt not expecting a reply of 'Brazil'. We are Sussanne and Andrew Lock on a two-year adventure sailing around the world in our Oyster 54. We left Dartmouth in May 2012, crossed the Atlantic in November and through the Panama Canal in February. Behind us are the Indian and Pacific Oceans with their magical islands and anchorages... and also the reminder that the charts are often inaccurate.

Sussanne has become an expert at conning us into the anchorages by standing on the boom, guiding us past the coral heads and reefs into the islands' protection – some just deserted atolls, some with just a family or two.

We are now in the S Atlantic en route to St Helena, 1,100nM to go, with the big red, white and blue cruising chute set, making 8 knots in a light swell. We are always a little anxious, knowing the battle to get it doused if the wind suddenly pipes up. 



PEARL OF PERSIA Oyster 54

LOA: 53ft 11in (16.4m)

LWL: 46ft 3in (14.1m)

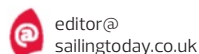
Beam: 15ft 7in (4.8m)

Draught: 7ft 10in (2.4m)

Year built: 2010

Owners: Sussanne & Andrew Lock

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



FURL MAXX PLUS™ MAINSAIL

A NEW GENERATION OF IN-MAST FURLING MAINSAILS



CRUSADER SAILS' fresh approach to the in-mast reefing mainsail combines a subtle blend of tried and tested high tech woven sailcloth, ultra lightweight carbon fibre sail battens and state of the art computer design to provide a smoothly rolling, high performance mainsail.

- Fully moulded sail shape
- Extra power from **MAXX** roach area
- **Vektron™** sailcloth by **CHALLENGE AILCLOTH**
- Ultra small and lightweight carbon fibre sail battens
- Greatly improved twist control
- Improved speed and pointing ability
- Low maintenance Kevlar reinforced batten pockets
- Unbreakable stainless steel end caps
- High quality ball bearing clew block
- Triple or quadruple sewn seams for durability
- Suitable for Selden, Z Spar and Sparcraft masts
- Easily delivered Worldwide
- Staggered batten ends top and bottom for easier reefing
- Sail automatically flattens when reefed
- Smooth furling
- Other cloth types available

DACRON

VEKTRON

LAMINATE

STRETCH

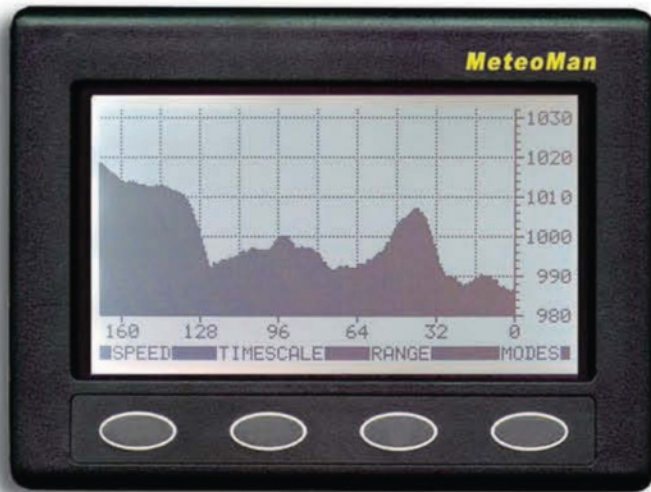
LOAD

Designed, cut and finished by craftsmen in our UK loft
PROVEN RELIABILITY AND PERFORMANCE

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



To sea or not to sea?



METEOMAN BAROMETER

£145 inc vat



CLIPPER EASY NAVTEX

Easy it is to read new navtex receiver features big, bold characters and intuitive message formatting. Panel mounted and supplied complete with antenna

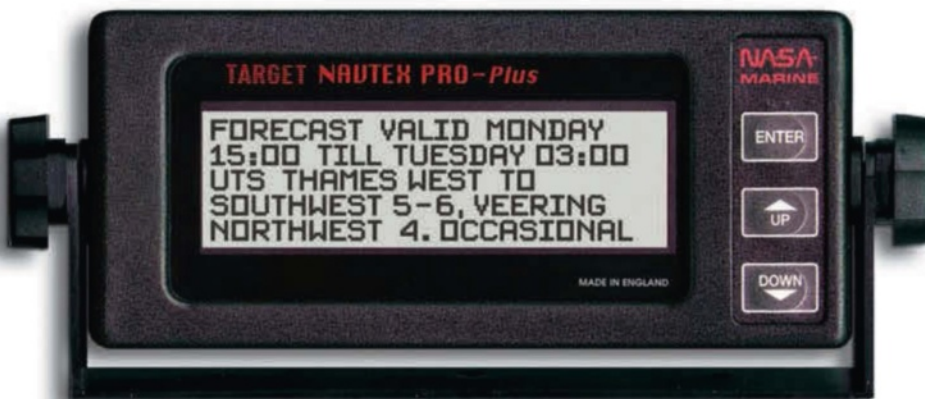
£285 inc vat



TARGET HF3/W SSB RECEIVER

Supplied with PC CD software to receive weatherfax pictures, RTTY forecasts from the German National weather service (DWD) and navtex. Also receives world service, marine net etc. Requires PC Win XP / 7

£235 inc vat



TARGET NAVTEX PRO PLUS V2

New larger text for easy message viewing. Cradle bracket mount 518 & 490kHz reception. Supplied complete with antenna

£247 inc vat



PC NAVTEX PRO USB

Receives and stores 518 & 490kHz navtex messages for later download to PC*
Supplied complete with CD software and antenna.
*Requires PC WIN 98 to 8

£135 inc vat

