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NEWCASTLE

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## Sporty Swede

Arcona's new 380 is the Volvo of the seas

CRUISING

## Hell's Gorge

Panama provides the ultimate canal transit

INTERVIEW

## Rob da Bank

Radio One DJ to dayskipper

DRUNKEN SAILOR

There's no need for anti-booze laws at sea

TRANSATLANTIC

Rod Heikell's routes to the sunny Caribbean

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Sailing Features



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# Skipper's View

THE NEEDLES CHANNEL HAS JUST EXACTED THE PRICE FOR MY WEEK OF SAILING IN TIDE-FREE TURKEY



**I'VE HAD MORE** sailing in the last month than seems decent, somehow, for an autumn month. First there was a week in Turkey with Sunsail, bareboating around Bodrum and the Gulf of Gokova in a 32-footer. For sure, at 28°C, it was cooler than it would have been during the summer, but still plenty for a thick-skinned Briton.

Then we had one of those cracking autumnal weekends that made me feel delighted to have delayed taking *Summer Song* out of the water. All week they were forecasting thundery rain – until Friday, that is. By Friday morning, the weekend's rain had been downgraded to a quick (but heavy) shower bracketed by clear blue skies.

We duly set off for the Solent on a good westerly, with vague plans to anchor in the Keyhaven River and return on Sunday when the wind backed east. Downwind sailing all weekend! Well, we nearly made it as far as Keyhaven. We were just coming abreast of the two buoys that mark the shallow entrance, with the echosounder reporting 0.3m of water beneath the keel, when we touched, bounced then lurched to a complete halt.

We tried a blast astern, then ahead; raising a scrap of sail to make us heel; and finally, kedging off. By now, *Summer Song* was canting over at about 15° and it was clear we were going nowhere. We settled down to wait the hour until we should float off again, then retired to a less demanding anchorage off Hurst beach.

Next day, we scrambled to an early departure after new reports of a Force 8 from the northeast which Solent Coastguard threatened "soon". The timing meant we had to stem the first of the flood round the tip of Hurst spit – a notorious tidal gate. As we slowed to 2 knots over the ground, I wondered about the vaguely ominous patch of water marked as "The Trap" off the castle's southeast corner. It didn't seem to be a depth issue, and there was no race here. But as our progress slowed further – 0.5 knots, 0.2 knots and finally, a resolute zero, I understood. In 10 minutes we advanced no more than 20 yards, and we might have stayed there till the tide turned if I hadn't stood away in the deeper water.

And the point of all this? I suppose it was a timely reminder of the importance of tidal planning after a week in the tide-free Med. How quickly complacency sets in!

**Sam Fortescue, editor**

*Sam*

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## CONTRIBUTORS



**GUY VENABLES** is a descendant of the first person to distribute the Navy tot of rum in 1645



**STUART SMITH** has sailed for more than 20 years and is now circumnavigating with the World ARC



**MIRANDA DELMAR-MORGAN**, veteran of three transatlantics, has sailed over 100,000 miles



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BOATS  
26 pages  
AND KIT



SAN BLAS SAILING





# Llanddwyn

Photo by Paul Weston / Alamy

This silvery seascape is the tip of Ynys Llanddwyn off the southeast corner of Anglesey, North Wales. We're looking east of south, but Snowdonia and the mainland is lost in the haze. The barbed southern jaws of the Menai Strait, which separates Anglesey from Wales, lie barely a mile off. There is some shelter from westerlies here, but the island is low-lying and is only really suitable as a fair weather anchorage. The lighthouse was built in 1873 and flashes every 2.5 seconds.









# Ebb and flow

EVENTS | GOSSIP | NEWS FROM THE SAILING COMMUNITY

## BUBBLE BOY

### AN IRANIAN AMERICAN

ultrarunner called Reza Baluchi was rescued by the US Coast Guard while attempting to “run” more than a thousand miles between Florida and Bermuda, according to reports by CNN.

Reza designed the inflatable

bubble, called the ‘Hydro Pod’, all by himself and was equipped with water, protein bars and a satellite phone.

The Coast Guard first heard about him on Wednesday 1 October after receiving reports of a disoriented man off the coast of Miami asking

for directions to Bermuda. But Reza insisted on continuing, and the USCG monitored his progress over more than 300nM until he activated his emergency beacon off St Augustine, where he was rescued, citing ‘fatigue’ as the reason. He was still 800nM from Bermuda.

Coast Guard public affairs specialist Mark Barney told CNN that Reza had been caught in the Gulf Stream.

“The chances of muscling out of the Gulf Stream were pretty low,” he added.

Reza is no stranger to attempting feats like this. He has previously run 3,300 miles between New York and Los Angeles in 43 days and more than 11,000 miles around the US.



Ultrarunner Reza Baluchi was rescued by the Coast Guard after sea-running in his ‘Hydro Pod’ ball

US COASTGUARD



## Close call for Cutty Sark

The *Cutty Sark* avoided major damage when a fire broke out on board on Sunday 20 October.

The famous ship was devastated by a blaze seven years ago, but safety measures put in place since then meant the latest fire was successfully contained by four fire engines.

A spokesman for the Fire Brigade said that it was a minor event and had mainly caused smoke damage. A small part of the third deck and the hull timbers were damaged before the blaze was extinguished.

## Columbus claim closed

**CLAIMS REPORTED IN** these very pages earlier this year, that a wreck off the Haitian coast was thought to be the that of Columbus’ *Santa Maria* (see ST207) have been scuttled.

The claims were made at the time by leader of the reconnaissance expedition Barry Clifford, who detailed his belief that a wreck was Christopher Columbus’ flagship, pointing to positioning and writing left behind by Columbus.

Discovery of the wreck was not new, having been first found back in 2003 but this is the first time a group has

studied the wreck and claimed they could prove she was the *Santa Maria*.

Following Clifford’s announced in May, the UN cultural body UNESCO dispatched a team of experts to the site, located off the town of Cap-Haitien, to examine the remains, which were found in the general area where Columbus said the ship ran aground.

“There is now indisputable proof that the wreck is that of a ship from a much later period,” UNESCO said after surveying the wreck.

“Although the site is located in the general area where one

would expect to find the *Santa Maria* based on contemporary accounts of Columbus’s first voyage, it is further away from shore than one should expect.”

“Furthermore, and even more conclusively, the fastenings found on the site indicate a technique of ship construction that dates the ship to the late 17th or 18th century rather than the 15th or 16th century.”

UNESCO added that an artefact recovered on site could be the remains of protective copper sheathing, potentially dating the ship to a time after the 1770s.

**IN THE MIDDLE**  
A rescue mission spent 11 hours looking for a man on a trimaran in the Channel. Both outriggers and the mast had all gone by the time he was found.





The London Boat Show is trying to raise its game in 2015 by offering unique experiences like this

## GOING UP



**SAILORS** all over the world have been patting themselves on the back this month as organisers of the huge Bart's Bash handicap race announced they have fulfilled the requirements for a World Record, subject to ratification.



**THE NATIONAL** Maritime Museum, Cornwall is celebrating this month after being hailed as 'Britain's most family friendly museum' by *The Telegraph* newspaper.



**UKRAINIAN** Quagga mussels could wipe out large numbers of the UK's native species after being found in the River Wrybury earlier this month.

# LBS is 're-imagining'

National Boat Shows has announced a significant 're-imagining' of the London Boat Show for 2015. While continuing to focus on attracting more boat and kit manufacturers, the team is adding new experiences. One example is a walk-through attraction (above) that gives visitors the chance to feel the wind in their hair, sea mist blown on to their face and the boom and rumble of the elements around them. Another will mimic a day at sea in the tropics. See our next issue for ticket offers.

# Operating efficiently?

**THE BRAND NEW** National Coastguard Operations Centre, Hampshire opened in Fareham in September and has already had a few online complaints from the sailing community.

The centre is an impressive technology hub which aims to combine operations from Solent Coastguard, which looks after Hampshire, Isle of Wight and parts of Sussex,

and Portland Coastguard, which covers Dorset and East Devon in one location. Grumbling focused



particularly on radio etiquette. But when Sailing Today contacted the Maritime and Coastguard Agency, a spokesman was adamant: "There have been no teething issues with the new centre," explained Sophie Turner of the MCA. "There have always been glitches, which we have sought to minimise but these problems are not the result of the new centre opening".



**SAILING** as a part of the Paralympic Games could be under threat. The first round of sports to be selected for the event in 2020 have come and gone, with sailing not included. It will now be a fight for one of the seven remaining spots, selected in spring 2015.

## GOING DOWN





Création graphique : Rémi Bédier © Studio PRK - Photo Getty Images

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## SHOPPING TODAY

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## COKE CRUISE

A yacht with up to €80m worth of cocaine has been caught after a combined effort by the Irish Naval Service, Customs and the Garda National Drugs Unit off the southwest coast of Ireland.

An armed boarding party from the naval ship, *LÉ Niamh* boarded the yacht, which was being crewed by three Britons who were in an exhausted state and offered no resistance.

John Powell, Benjamin Mellor and Thomas Britteon were all charged with possessing cocaine with intent to import after they were detained. Two other men have also been charged in connection with the crime.



## No fuel to round the world

**FOUR YOUNG FRENCH** adventurers have set sail on a specially adapted boat to go round the world without using a drop of fuel and relying solely on renewables.

More than 200 people gathered on the dock of the Port du Crouesty in south Brittany to wave them off on the first leg of their 30,000nM

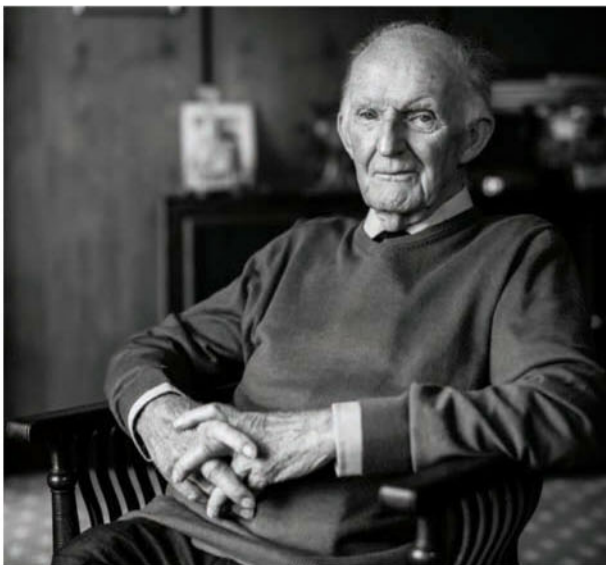
journey. They aim to make their first landfall off Mindelo in the Cape Verdes before turning west for the Caribbean and Panama.

It has taken Bérenger, François, Martin and Pierre two years of work to raise funding and transform *Amasia*, their 1978 ketch, into an energy self-sufficient yacht

with two electric engines, 10 solar panels, a wind turbine, a hydro-generator and lithium-ion batteries.

The four sailors will be writing a blog during the course of their challenge and *ST* will run their full story in a future issue.

Follow their progress at: [www.ecosailingproject.com](http://www.ecosailingproject.com)



JOHN LENIHAN

## Tributes for Thomas

**TRIBUTES WERE POURING** in after news that prolific yacht designer and “modest genius” David Thomas has passed away. He was the creative brains behind dozens of well known boats, including Elizabethans, the Sigmas, the Sonata, the Impala 28 and the Seaview Mermaid.

He started sailing at the age of 10. His first boat was a 9ft dinghy in which he cruised Southampton Water and the Solent from his base in Eling Creek. This was followed by a 12ft Itchen Ferry punt, which he paid for out of the winner’s purses he received when crewing on top 6-Ms.

Following a decade in the merchant navy and a decade as a yachting journalist, his first major design success – though not his first design – was the Elizabethan 31, originally drawn as a one-off job and finish. Further designs went on to win a variety of prestigious events, such as the Gold Roman Bowl (for victory in the Round the Island Race) sealing David’s race-boat credentials. Though he cut his teeth in the world of successful racing yachts, his boats were almost always designed as cruiser/racers.



# Royal patron for 1851 Trust

**SIR KEITH MILLS** and four-time Olympic gold medallist Sir Ben Ainslie have launched the 1851 Trust, to inspire and engage a new generation through sailing and

the marine industry. It is hoped that the Trust, named for the year of the Great Exhibition, will provide young people with the education, skills and training to become

the innovators of the future and stewards of the marine environment.

The Duchess of Cambridge has been announced as Royal Patron of the new charity and explained her involvement: "I feel very fortunate to have enjoyed sailing from a young age and I know it is a great way of providing young people with the opportunity to develop skills and confidence.

"It is a hugely exciting time for sailing as the British Challenger bids to bring the America's Cup back to Britain. I am looking forward to being part of this journey and I hope that through the 1851 Trust we can engage and inspire a new generation into sailing."



## Cats and croissants

The 'Salon Nautique International de Paris' or Paris Boat Show is due to see boat and kit manufacturers from all over Europe converge to show off their wares. If you fancy visiting one of Europe's biggest shows, ST has 25 pairs of tickets to give away. Go to [www.sailingtoday.co.uk](http://www.sailingtoday.co.uk) for more.

## HOVERING OVER THE LIMIT

A hovercraft pilot has been jailed for eight months after being found guilty of piloting his vessel while drunk in the Solent, narrowly missing a tanker and a pier. Richard Pease, of Cowes, Isle of Wight, pleaded guilty as the court heard he collapsed at the controls as he failed to steer the craft onto its landing pad at Ryde.

The court was also told that the 50-year-old gave a breath test six hours after the incident on 22 June this year, which gave a reading of 96mg of alcohol in 100 ml of breath (the drink-drive limit is 35mg).

Pease had driven the Hovertravel craft Freedom 90 from Ryde to Southsea with 95 passengers on board when it failed to reach the landing pad.

He then piloted the same craft back across the Solent with 36 passengers on board when his assistant, handling agent John Randles, realised Pease had slowed down in the path of a tanker heading towards Southampton.

# Windfarm vs Bournemouth

**THE CONSTRUCTION OF** the controversial Navitus Bay windfarm southwest of the Isle of Wight could cost Bournemouth's tourism industry £2.5bn, a local politician has claimed.

Mark Smith, director of tourism at Bournemouth

Council, will be seeking a similar amount from the government if the windfarm goes ahead.

The claim comes after a poll found that 20 per cent of visitors to Bournemouth would go elsewhere during the construction phase, which

could take up to 25 years.

Mr Smith said: "We mainly sell this resort on its views and scenic beauty. If you change that unique selling point and put the town through a long period of heavyweight construction, it will be devastating."

## THE VOLVO OCEAN RACE has begun with the seven teams setting off from Alicante on the way to their first stop in Cape Town. Thousands watched the start.



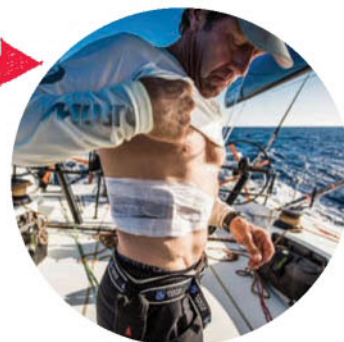
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# New boats

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## CUNNING CLASSIC



### Bay Cruiser 25

£69,995

This nifty little trailer-sailer made its debut at the Southampton Boat Show in September and garnered its fair share of admiring glances. Pembrokeshire-based Swallow Boats has been building a solid reputation for producing pretty little boats that blend classic looks and modern performance. Sweet, traditional lines being complemented by carbon fibre rigs, along with water ballast and a whole plethora of clever touches.

The 25 is designed to provide sparkling performance and reasonably comfortable accommodation. She displaces a very modest 1,700kg making her easily trailerable, while this light displacement married with twin rudders means that her performance promises to be mouth-watering.

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



### A-30

£192,000

Just when you thought a gentleman's day-sailer couldn't get any more elegant than the Rustler 33, along comes this from across the pond, which threatens to steal its crown. Maine-based Artisan Boatworks has been specialising in restoring wooden boats, but this all new design can only enhance Artisan's reputation for constructing new and elegant vessels.

Although she looks like she has sailed straight out of 1920, this Stephen Waring design has lots of clever modern features. She features shallow draught with a modern high-performance underbody, self-tacking carbon fibre rig, optional inboard diesel or electric propulsion, and a cosy interior with sitting headroom and a double bunk. She may be named after a main road, but she's far from pedestrian.

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



### Class 4

c£614,200

Latvia's O Yachts aims to place the country back on the boatbuilding map. Prior to this, the high point was probably the construction of Arthur Ransome's *Rocundra* in the 1920s. The Class 4 is an altogether different beast; light, powerful and purposeful; a cruising cat that has barely been tamed and offers scintillating speed and comfort.

This 46-footer is fresh from the drawing board of Frenchman Erik Larouge and the company can call on the considerable expertise of one-time transatlantic record holder and multihull svengali Laurent Bourgnon. Available as a bare hull or fully finished.

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





## Oyster 675

£2.8m

Hard to believe, but the Oyster 675 makes up part of Oyster Yachts 'mid range' of luxury cruisers. Designed by Rob Humphreys, along with the all-new Oyster 745, this pair is described as 'the coupés'. They are slightly sportier, more powerful vessels than the smaller yachts. Nevertheless, there is no risk of Oyster compromising its reputation for opulent and sea kindly vessels, though she does offer twin rudders, carbon fibre spars and the latest racing sails.

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



## C&C 30

£88,000

Not strictly a cruising yacht admittedly, but the new C&C 30 one design looks like so much fun that it seemed a waste to leave her out this month. US based C&C has always had a bit of flair when it comes to drawing up a vessel with slippery lines and the 30 sticks with that tradition. The premise was to build a rocket ship that provided Grand Prix thrills but also had a realistic price tag. Another priority was ease of handling and Volvo Ocean Race skipper Charlie Enright was hired to advise on achieving the most efficient deck layout. The manufacturers believe that all 30 of the required boxes set down in their original design remit have been ticked for this. If nothing else, she certainly looks the part.

► **Builder:** [www.c-cyachts.com](http://www.c-cyachts.com)



## NEW SKIN?

## Impression 40

£120,000

Following Elan's rebranding of their cruising range as Impression, it's been hard to work out what is a new boat and what is a re-branded Elan. Anyway, the Impression 40 is a new boat and successor to the Elan Impression 394. Are you with me so far? To make matters more complicated, she doesn't differ vastly from her predecessor, but has been tweaked and refined sufficiently to label her as a new yacht. The major differences from a buyer's point of view are a remodeled cockpit, which is more open and offers more space, and an improved bathing platform configuration.

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

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



# Word of mouth

LETTERS | TWITTER | FACEBOOK | EMAIL

## COMMENT OF THE MONTH



### EU paperwork

I was astonished by the amount of paperwork I had to compile before joining fellow members of my club for a trip to Holland, Belgium and France this July.

It was my first time over for several years, having sailed there many times in the past. On my way back, never having been boarded, questioned or asked to show any fuel receipts or passports, I noticed a blue box for Schengen Forms in Blankenberge.

It seems that the Belgians, like the Dutch and French, have a high regard for EU forms. An overspill of fag packets and half eaten “frites” had migrated from this blue box to rubbish bags below. No sign of anyone’s form in evidence anywhere.

I decided to keep all the Schengen forms I had prepared for each country I visited. Perhaps I’ll just alter the dates and use them again next year!

Geraint Hugh, by email

### Plastic fantastic

Paper charts on the chart table are all well and good but if you suffer from long arm syndrome or struggle in poor light even with glasses, I have found the answer!

About three years ago I was attending a boat-handling course with Southern Sailing School and the

skipper who was running it had all the charts in sealed in plastic folders – not a pencil or rubber in sight.

A set of coloured permanent markers with fine tips, a blunted pair of dividers and a small bottle of nail varnish remover with a soft absorbent cloth replaced the pencil and rubber in his pencil case.

#### PRIZE COMMENT

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

This immediately got my attention! How many times have you got on to a school boat or a friend’s yacht only to discover that the bit of chart that you really need the most has been rubbed away, or the chart has warped with too many wettings?

All this can be avoided with a bit of lateral thinking. Sealing your charts in a plastic cover and swapping your pencil and rubber for a fine tipped permanent felt pen you can help prevent this.

Another real benefit is when the weather gets rough and wet and you go below deck to plot a course, normal charts get trashed in an instant by wet sleeves. But as the chart is protected in its sealed plastic folder that problem just goes away.

I freelance for Southern Sailing School now and teach up to dayskipper level and find that this facility gives me a fantastic teaching aid while keeping the charts in excellent condition and at the same time getting the message across to the students.

Caroline Alexander

### Screw this!

Recently, I had a very nasty discovery related with the way Bavaria assembles the deck teak floors.

About three years after the purchase of a new Bavaria 38, I started to notice that a small amount of water was coming into my front cabin. Gradually, the situation got worse and worse until, this year, returning from the Azores, the front berth and bed linen became totally wet, as well the side lockers.

## YOUR PHOTOGRAPHS

**WE COULDN'T RESIST** finding a spot for this image sent to our Facebook site by National Boat Shows. Caption suggestions welcome!



**PHIL CRAIG** enjoyed his free entry to the Southampton Boat Show thanks to *Sailing Today* and Bowmore Whisky

**JESS LLOYD-MOSTYN** is currently cruising in Fiji and sends us this. It's never too early to start sailing





## Corrections

### Save the coral

In the September issue (ST209) we quoted Don Street as recommending anchoring on the World's End Reef in Tobago Cays. Don has asked us to clarify that the instructions printed are for an anchorage at adjacent Petit Tabac, suitable for shoal draught boats, and from where the reef can be explored with a snorkel and mask. Anchoring at World's End itself is not recommended, and is likely to damage the coral there.



This was unacceptable! Having discarded all the other possibilities, I was led to conclude that the problem had to be related with the deck, and I decided to rip off some teak boards to have a look.

I just could not believe my eyes: I found holes under the caulking, from the front hatch to the bow, each of them draining water inside the boat.

I reported the situation to Bavaria Yachtbau and received an incredible response, to say the least: "The holes are from when they (the workers) lay the teak deck, they screw down the teak in order to bend to form, while the Sikaflex dries. This is standard practice, although it is not standard practice to leave the holes unsealed. The screws do not have a standard place where they are fixed... sorry, we can't help you further."

A boat (and mainly an oceanic boat) should be watertight. After all, it makes absolutely no sense at all, to build a strong and thick deck just to drill dozens

of holes in it, that after some time and ageing of the silicone between the teak boards, become progressively exposed, until they are just drains pouring water in the inside.

**Jovito Buinhas**

## Bluewater bulldog?

I was interested in your article Breton Bulldog [p46 of ST211]. An important fact I always look for in a design report is cost. £73,800 is, for a large part of the present day yacht market, too high. It is about five to six times the cost of a small car! The design concept is based on a large planing dinghy, which does give an exciting fast ride, but I disagree with you when you write "she will make a capable, but cosy, bluewater cruiser". Still, I am old, you are young.

**James Wharram, by email**

**Editor replies:** *The Malango 8.88 is not a traditionally seaworthy boat, but she has an A rating under the RCD, is very well balanced and simple to control.* 🌊



## Retweet

**We gave a teaser for what to expect in this month's Test Tank pages in the last issue (see the Decathlon Easybreathe snorkel mask p68) and this led to many more of you commenting on the strange kit...**

I would love [to buy] one but it doesn't work with beards!

**Keiran – Twitter**

Alien space mask?

**Helen Burrows – Twitter**

How do you get hold of one of those? Would love to give it a try.

**David Cousins**

Does the editor of [sister title] Classic Boat have one made from mahogany and brass?

**Sam C – Twitter**

**Lots of people got in touch to tell us of their Bart's Bash plans:**

We are at Liverpool Yacht Club, 07:45 start!

**John Marsh – Facebook**

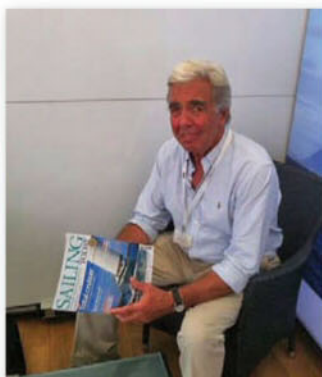
We are planning on taking part at my club in Essex, hope the weather holds up.

**Martin Thorne – Twitter**

**Finally, over 1000 people have entered our online competition to win a holiday worth £1,500. There is still time to enter at [www.sailingtoday.co.uk](http://www.sailingtoday.co.uk)**

Wow, entered, loving and sharing...

**Jenny Moore – Facebook**



**SPOTTED**, legendary designer. German Frers, noses through a copy of *ST* in Cannes



**GARY BLAKE** sent in this stunning shot of racing in Chichester Harbour for Bart's Bash

## GET IN TOUCH

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

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# What's on

EVENTS | DIARY DATES | PLACES TO VISIT

**nautic**  
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**Paris Boat Show** 5-14 Dec  
Catamarans and croissants, the big French boat show is a good'un with plenty on display.

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



**Christmas Dip** 25 Dec  
Last year saw hundreds of people flock to Bournemouth beach on Christmas Day and charge into the sea in fancy dress, raising money for charity.

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



**Christmas Caribbean Rally**  
Starting on 6 Dec, the rally takes the traditional Lanzarote to Antigua route, arriving just in time for Christmas.

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

## A QUICK DASH FOR THE HORN, PAUL HEINEY LECTURE | 6 DEC

**Long-standing CA** member, Paul Heiney, spent three years on a cruise to South America which eventually took him round the infamous Cape Horn. On the evening of the 6 December he will tell the story of his adventure at the Royal Harwich Yacht Club, Woolverstone, Suffolk and explain why a 'quick dash' is the only way to do it. Tickets are £13.50 and include food.

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



## SYDNEY HOBART | 26 DEC

**In recent years** the start has been broadcast live on the internet, perfect viewing while you tuck into a turkey and stuffing sandwich.

[cyca.com.au](http://cyca.com.au)



C/O ST. CROIX REGATTA

## EXHIBITION | UNTIL 25 JAN

**Line caught and Local** An exhibition of new artwork by Kurt Jackson being shown at the Maritime Museum in Cornwall.

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



## DON'T MISS OUR SISTER TITLES THIS MONTH

### Classic Boat

- ▶ Sumurun's 100 summers
- ▶ JFK's favourite boat
- ▶ Brixham trawler *Pilgrim*
- ▶ American boatbuilders



### Yachts & Yachting

- ▶ Racing round Britain
- ▶ The asymmetric revolution
- ▶ On board a Volvo Ocean 65
- ▶ Ultimate sailing watches



## NEXT MONTH IN SAILING TODAY

**AUSSIE ODYSSEY** Sailing from Darwin to Ambon in a home-built catamaran

**LONDON BOAT SHOW** Your guide to the all-new, experience-led boat show

**TURKISH DELIGHT** We test the elegant new Azuree 46 in the Sea of Marmara

**DOWNWIND TACTICS** How to pick the best sail-plan for tradewind passages

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# Broadside

CLASSIC BOAT REGULAR AND ACCOMPLISHED DRINKER OF WEIRD AND WONDERFUL SPIRITS, **GUY VENABLES**, SAYS THERE IS NO ROOM FOR BREATHALYSERS AT SEA

Every now and then, when journalists and lobbyists run low on problems to rage against, the question of legislation on drinking while sailing raises its weary head.

The proposal goes along the thread of people in charge of a boat could kill someone, so they should be charged under the law for drink driving on land.

This is not only unenforceable – any breathalyser must be administered by a policeman in uniform – it is way out of proportion, as the drink driving laws are designed for cars doing up to 70mph. As we tend to do around 7mph it'd be fair to suggest that the alcohol limit should be 10 times that of road users to keep it in line.

Lets look at a scenario. You have anchored in a bay, you've had curried mackerel with a bottle and a half of rioja (red wine with fish just exaggerates how relaxed you are) as you slip into sleep, the offshore wind picks up, your anchor starts dragging and your boat heads dangerously towards a plywood barge full of orphan children on a kitten petting holiday. Do you attempt to sail away to safety whilst blatantly breaking the law or let the children drown in order to preserve legality? Well? DO YOU?

As sailors rather than just boat users, we are pooled with all sorts of odious miscreants and we can rightly suspect most of the accidents are caused by permatanned men on jet skis with so much grooming products in their hair it has turned to coral. But the very fact that even the definition of what constitutes a boat user is in question here goes some way to explaining the difficulty of trying to apply land-based legislation where it doesn't belong.

I can understand legislating against superyacht skippers being drunk, if that was ever a problem, but I've worked on superyachts and you won't find a more sober person than the captain. They are the Mormons of the sea, far too busy brushing specks off their ice-white uniforms and maintaining a constant temperature in the sauna room to do something as human as getting drunk.

And let's go back to the policeman himself. He's already over-stretched on land, so it's senseless to demand he's out in full uniform covering an area of, well, "the sea", looking for signs of wobbly helming in



CLARA WOLDEN

*'It'd be fair to suggest the alcohol limit should be 10 times that of road users'*

order to pull alongside only to be refused permission to come aboard (a grey area, but customs and armed forces are the only instant boarders). Once on board, who do you breathalyse? Who is in charge? The owner? The skipper? The person who last had the keys? The nine-year old boy who has just conveniently taken the wheel? Yes. Him. Always keep one of them aboard.

I'm reminded of the time when a cargo ship dropped its load of Sitka spruce off Brighton. We started gathering the wood (ready to call the Coastguard and square it with them, as is the law) when a tiny policeman arrived and told us to stop. We told him to shove off, this is maritime law, sonny. After a brief chat on his radio to the station (or possibly his mum) he shoved off as, between the high and low water lines he was way out of his jurisdiction.

Then there is the problem of punishment. There is no licence to take away. A single fine among the

boating community could be either crippling to the owner of a Drascombe Lugger or 300 yards worth of fuel to an 80ft Fairline. Perhaps there's a trade-off. I'd let a little slip if we could introduce our very own maritime salvage laws on land. I'd be happy to swap that one. If every time I gave a lift to someone walking down the motorway with a petrol can, I could lay claim to his car, keep the contents and sell it back to him at a later date.

The bottom line is that there isn't enough of a widespread problem. Certainly not one big enough to warrant an entire new seafaring police force. Sadly there have been accidents, but the actual death toll last year in British waters was less than that of people drowning while river fishing (facts subject to wild deviation and statistical manipulation). No, in a world where we are continually treated as herded calves there should be at least a place where we can go that is free of the watchful eyes of the law. A place where the laws of nature are the only ones we must adhere to.

## YOUR VIEW

Are you a Puritan or a dipso at sea?



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**GUY VENABLES** is a sailor, cartoonist and descendant of the first person to distribute the Navy tot of rum in 1645





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Cruising

# HELL'S GORGE

*Stuart Smith* tackles the  
ultimate inland waterway and  
transits the Panama Canal







One thing I love about cruising is that it improves my geography enormously. The first surprise from Panama came on piecing the detailed charts together and realising its course is such that we will actually be moving from west to east as we head for the Pacific.

In *BriZo*, our Discovery 55, we picked our way through the shipping anchored outside the huge breakwater at Colón. Entry was simple – just call Cristobal signal station on VHF channel 12 or 16 beforehand. We had booked into Shelter Bay marina, just inside the breakwater, which is secure – very secure – as the camp outside serves as the police academy training ground. This is important considering the reputation of the nearby town Colón. One guidebook even suggests giving the place a wide berth in the few days before the monthly pay-cheques arrive.

*‘Before we could get excited about transiting the canal, there was the inevitable paperwork’*

As part of the World ARC’s 39-strong fleet, we were lucky enough to be scheduled into lock sessions without ships, in rafts of three linked boats. Lloyd, our eldest son, would join us for this section of the trip making a crew of three, which I would suggest is the minimum. The alternatives for individual yachts are to raft with others or go alongside a canal tug, but both these probably mean sharing with a ship.

Before we could get excited about the transit itself, there was the inevitable paperwork, of course. Going with the World Cruising Club (ARC organiser) reduces time-consuming bureaucracy – something high on our list of priorities, as Pat and I still run an IT business alongside our cruising. Our marina position was already reserved and





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through the canal, so this session was excellent. He explained in detail how we had to provide hot and cold meals and drinks throughout the canal advisor's stay on board and even gave us typical examples of food. This is usually because the advisors are doing these ad-hoc yacht transits on their 'off' days.

*BriZo* was presented with an official Canal Certificate that remains with the vessel and can be used again on subsequent transits. In return we signed a waiver of any rights to claim against the canal authority for any damage in any instance.

That afternoon we took a taxi to the nearest three locks at Gatun, as a recce for our first transit here, which would be at night. It was here that I understood fully the term Panamax for ships designed to fit one lock depth, width and length almost exactly, leaving just a few feet spare. These move in using their own propulsion but are tethered to two tug-like trains operating at each corner on tracks along the lock side. These 'dance around' as the ship rises or falls and passes from one lock to another. Little wonder the operators are some of the highest paid and respected employees on the canal.

clearing-in formalities can be completed in the marina office.

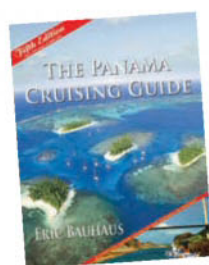
### Measuring up

WCC had also arranged the transit and booked us in with the official canal Admeasurer, who visited *BriZo* the next day. I was duly appointed measurer's assistant, following a brief lesson, and we took the length and beam of the boat to her absolute outside extremities, (you know, including the bits you don't always declare in a marina).

We then sat down and had tea – and he talked us through the locking process. Admeasurers are also usually 'canal advisers' who pilot small boats

**Top:** Start of the transit at the Manzanillo Bay breakwater entrance.

**Bottom:** Heavy shipping and jungle scenery in Gatun Lake



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Admiralty: 1401, 1929, 3098, 3111

**The Panama Cruising Guide**, Eric Bauhaus, 5th ed, Sailors Publications

**The Panama Guide**, Tom and Nancy Zydler, 2nd ed (2001), Seaworthy Publications







## Panama City

The city can be broken into three distinct parts.

- 'Old City', established around 1519 - now in ruins

- 'Colonial quarter' established from 1673

- 'New City', which is fast becoming the banking capital of the Americas

The Old City was built out of the wealth from Spanish trading in gold and artefacts. It was laid to ruins by the 'pirate' Henry Morgan and is now protected and well worth a half day's visit.

The 'colonial quarter' was established after the Old City, but during the dictatorship it fell into disrepair. Today the wealth from the adjacent modern New City has helped to revive the 'colonial quarter' and many buildings have had expensive refurbishments. Here you can meander the cobbled streets, browse shops, visit a quiet café and eat in fabulous restaurants.

The New City has everything you would expect from a country finally getting to grips with democracy. The skyline certainly took us by surprise as we finished our Panama Canal transit at the Bridge of the Americas. There is inevitably a large gap between the new rich and old poor slum areas, but Pat and I felt very safe in the areas we visited both day and night.

Panama City is a great place to both visit and to restock. Don't miss going to the city's main fruit and veg traders' market. It is huge, full of character and they don't mind individuals bartering for every item. We restocked there for the trip to Galapagos. I recommend you take a taxi or get a 'barrow boy' to walk behind as you buy. It was great value and much more fun than a supermarket.

that we were requested to move to anchorage 'F' in an area known as the Flats, two miles away. There were to be four rafts per lock that night, so a total of 12 yachts. We waited for the canal advisors - one per vessel, with the most senior on the centre boat. At 17:00 a couple of small canal launches expertly deposited an advisor onto the aft quarter of each yacht. Light was starting to fade as we were instructed to weigh anchor and move off towards the three-lock rise at Gatun.

### Nesting together

Our advisor Carlos ordered us to form the raft a few cables out from the lock (they call it nesting). He co-ordinated by VHF the lock teams and his other advisors, who in turn advised their skippers. We used a prearranged channel to talk between our raft skippers. With *BriZo* slightly ahead and moving at a couple of knots, first *Hebe* then *Seaduced* rafted alongside - so far so good and I thought Carlos seemed suitably impressed. Now something we had never practised came into play, driving a raft that was 55ft long by 50ft wide and weighing 75t with three skippers, three advisors and quite a few crew who each had their own idea of how the feat should be best accomplished.

While we were still working this out we entered the lock and I asked Carlos if there were ever any accidents. "Oh yes," he said proudly, then promptly took out his mobile phone, flicked to a picture of a damaged yacht jammed on the corner of a lock saying: "This is one I did last year."

The lock was lit up like a sports ground; we were the second nest in. There were four canal-appointed line handlers per nest, two either side,

*BriZo* was one of three Discovery 55s in the World ARC, so we transited the canal rafted together, with *Hebe* to port and *Seaduced* to starboard. On the day of transit, we awoke to find that the canal authorities had placed three 125ft polypropylene lines, (two for use fore and aft and one spare) on each of the outer yachts of the raft, along with several tyre fenders wrapped in plastic. *BriZo*, in the middle, needed neither and I jokingly told the two other skippers that we had the two biggest fenders possible. I am not sure they saw it quite that way.

The transit requires rafting and separating twice under way, so we called a meeting of the three crews to work out whose lines and fenders would be used where, which cleats, and the order of line placement. OK,

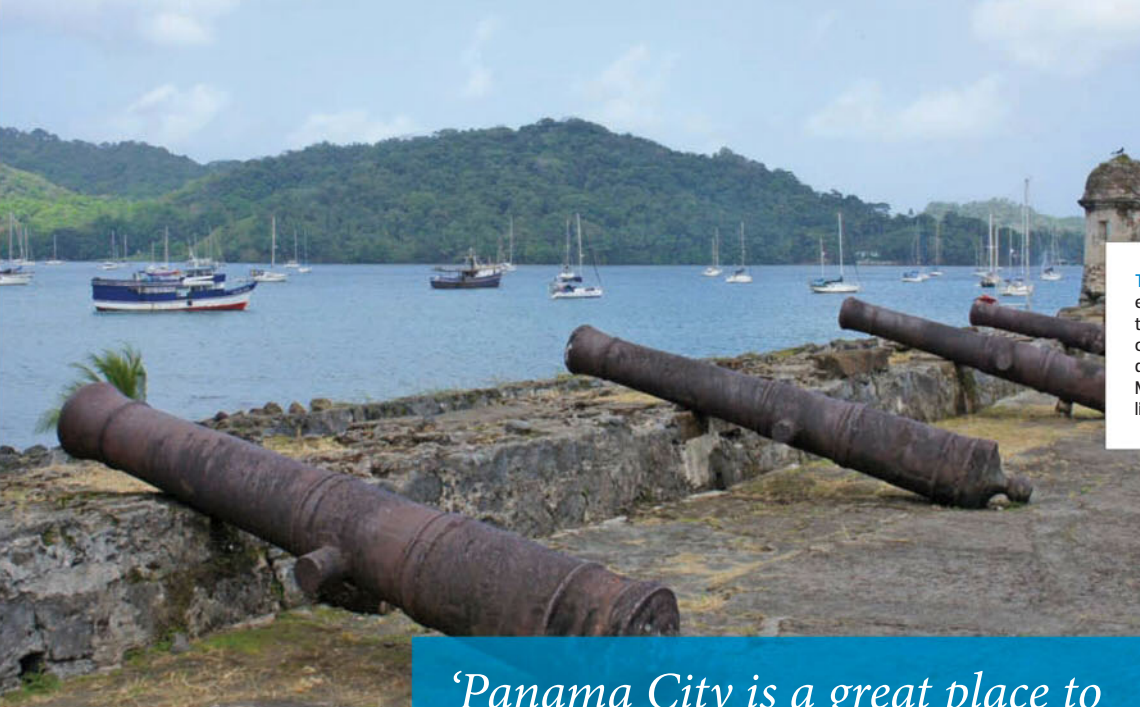
it was not quite a Navy Seal briefing, but this preparation really paid dividends later, especially as the first rafting would take place at dusk.

A sense of anticipation built during that final day until the moment came

Below left: *BriZo*, 'nests' towards Pedro Miguel lock  
Below right: Bulk buying for the next 6,000nM







**Top to bottom:** Cannon guard the entrance to Portobelo, a harbour that once used to export silver; colourful street in the colonial quarter in Panama City; in Miraflores lock - note the heavy lines and their handlers

*'Panama City is a great place to both visit and to restock'*



PHOTOS: STUART SMITH



PHOTO: WORLD CRUISING CLUB

and as we entered they expertly threw monkey fists on light lines down to the yacht deck. Our crew tied this to the loop end of the supplied poly lines and each was raised back up high above by the handler. Carlos remarked that if the handlers have to start jogging then the nest is moving too fast. When we were cleated off above, our crew took up the slack using our fore and aft cleats either side of the outer yacht. Never are these tied off – only held.

Essentially our crew then did the job the locomotives do for the Panamax – taking in the slack as the boats rise. You can see the turbulence in the water, but with only yachts in, we were treated to a slower lift. Even so, it was quite hard work for our own crew handling the lines, who had to concentrate and pull fairly hard. Gloves and spare crew to take over are a must, as are pre-prepared refreshments.

### Fender bender

After successfully completing the first two locks, we were due a mishap. A critical moment in the lock is when the four handlers above release the heavy lines holding the raft – at which point the crews have to recover the lines before we can motor forward. This is co-ordinated by a loud blast from the chief advisor's whistle.

On the third lock, one of the line handlers seemed to have disappeared above us just as the whistle went. This meant we were unexpectedly still attached by one line around a bollard and with the wind and movement of the water our nest slewed to one side. Luckily *Seaduced's* fenders kept all 75t of us from damage while we 'co-ordinated' a manoeuvre back to the centre of the lock and the rear line handler above us ran forward to release his absent colleague's line.

*Seaduced's* davited outboard engine came within 2in of damage and the





**BRIZO**

**Discovery 55**

<b>LOA:</b> 55ft 9in (17m)
<b>LWL:</b> 54ft 9in (16.7m)
<b>Beam:</b> 15ft 8in (4.8m)
<b>Draught:</b> 7ft 3in / 5ft 11in (2.2m / 1.8m)
<b>Displacement:</b> 49,500lb (22,500kg)
<b>Fuel:</b> 293gal (1,334lt)
<b>Water:</b> 222gal (1,008lt)
<b>Berths:</b> 4/6 (2/3 cabins)
<b>Engine:</b> Yanmar 4LHA-HTP (160hp)



PHOTOS: STUART SMITH

hull, just a very squashed fender's width from a scrape. Luckily all was well, although stress was now mixed with the excitement. We never did find out where the line handler had disappeared to, but I trust it was to do something important.

By now it was dark, the boats and canal were well lit, and just as the last lock rose, the air was filled with the sound of bagpipes played by the skipper on the yacht behind. It resonated around the enclosed lock, giving most of us a lump in the throat – a very emotional moment during an extraordinary evening.

After the last set of gates opened, we passed through into Gatun Lake, separated from the nest and motored quietly into the huge artificial lake, which is fed by the Chagres River and provides the source of water for the locks. Our advisors were collected by launch and at 21:00 we anchored, ready to analyse the day over a cold beer.

*'The Gaillard Cut was known to workers as Hell's Gorge'*

**Across a continent**

At 05:45 the next morning, the launch returned with Oscar, who took us the 30 miles through the huge artificial freshwater lake.

We headed individually across the lake, passing the prison where Panama's notorious dictator Noriega will reside until his death. I was mindful as we passed Gaillard Cut, formerly named the Culebra Cut, that it was known to workers as 'Hell's Gorge' due to the massive excavations and frequent landslides that claimed so many lives during construction.

At the end of the Cut we nested together for the first 'down' lock at San Miguel and stayed so for the short distance to the last two locks

at Miraflores, where we waved to friends and family back home via the live webcam. The last lock in Miraflores has the tallest gates due to the large tide on the Pacific side. Oscar told us it had the potential for the most turbulence as the fresh water mixes with the inflowing salt water from the Pacific and the vast gate opens to the Pacific breeze, so things on board were tense – but happily all was calm.

We separated the raft with, by now 'expert' confidence. We were no longer 'Y-Jobs' – Panama canal worker slang for a first timer.

**GET IN TOUCH** Have you transited the Panama Canal?

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**ABOUT THE AUTHOR**

**Stuart Smith** and his wife Pat have sailed on and off for more than twenty years. Now that they have *BriZo*, sailing has become a bigger focus in their lives. See more at [www.onboardbrizo.com](http://www.onboardbrizo.com)





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BLOOMSBURY



# THE 'POND'

Rod Heikell looks at the best options for crossing the Atlantic

I'm not sure where the North Atlantic got the moniker 'the Pond' from because, quite simply, it isn't a pond. It has depressions that bowl off America and across the top of it and in the south of it, the trades blow at anything up to 25 knots and even more in squalls. And then in the summer it has hurricanes. Sometimes it even has out of season tropical storms or hurricanes, as I found out on a 2003 passage when Tropical Storm Peter, topping out at 60-62 knots, trundled across our path in early December. So despite the numbers of boats crossing the 'pond' these days, it still commands respect and thorough preparation. Here are some of the routes you could take:

## **The Northern route**

### **Las Palmas to Antigua, 2,580nM**

This is the rhumb line route from the Canaries to the Antilles. There is more likelihood of unsettled weather from fronts coming in, especially on the first half of the route. There is also the possibility of crossing tropical storms on a northeasterly track at the start and end of the season. The trade winds are less likely to be as consistent, or as strong, further south but some unsettled weather can be expected from the southern edges of weather systems further to the north.

## **The Middle route**

### **Las Palmas to St Lucia 2,800nM**

This is the most popular route and

## *Downwind rigs*

While some yachts will go for a twin headsail set-up, most opt for the main and a poled out headsail. Those with swept back spreaders have more of a problem on tradewind routes as you can't really run dead downwind without damaging the main. The usual answer is to run with the wind on the quarter and gybe downwind at 120°-130° off the wind. This adds miles to the passage, but also means speeds need to be greater to keep up with a boat waddling dead downwind. If you are contemplating a new boat for tradewind passages take a look at the rig and note how swept back the spreaders are. As long as you have forward and after guys on the pole it's easy to roll a bit of genny in or out depending on the wind strength.





Above: Ocean sunsets can be mesmerising; squalls tend to roll in at sunset

into the trade winds south of the Canaries, where the winds are more consistent and the temperatures warmer. There is also a stronger westgoing current. But after you leave the Canaries you may have contrary winds for a few hundred miles.

#### The Southern route

##### Las Palmas to Cape Verdes 850nM

##### Cape Verdes to Barbados 2,000nM

Las Palmas to the Mindelo in the Cape Verdes is an easy ride with the wind on the quarter for much of the way. In the Cape Verdes you can refuel and take on water, but there is little in the way of repair facilities. From there to the Antilles the trades blow consistently and yachts report good passage times with regular seas.

Having tried all three routes, I would now always plump for the Cape Verdes option. It breaks the passage nicely and puts you squarely in the trades for going west. The passage from Cape Verdes to Antigua then

*'I would now always plump for the Cape Verdes option'*



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involves heading south-southwest from the Canaries before turning more or less due west to the Antilles. Nautical lore from the days of yore had it that you headed south until the butter melted and then turned west. Most yachts will try to get down to 20°N at around 25°W, though this is dependant on weather and some will cut the corner more towards 30°W.

From 20°N you can take a rhumb line towards your destination in the Caribbean. The idea is to head down

seems like a doddle, almost a cheat passage. I felt I arrived too quickly (and easily) in Antigua after a transit of the 'pond' and for once it did really feel like a pond, albeit with a few bumpy bits.

#### Arriving in the Caribbean

There are many popular places in the Caribbean to make landfall. As the ARC rally numbers in the hundreds it is wise to steer clear of Rodney Bay on St Lucia if you are not part of the rally. In practice, yachts make landfall at a

## Rallies

### ARC and ARC + Cape Verdes

The ARC is easily the biggest Atlantic rally and leaves from Las Palmas on Gran Canaria direct to Rodney Bay on St Lucia. It usually leaves on the third or fourth Sunday in November. There is now the ARC+ Cape Verdes which leaves from Las Palmas earlier and stops at Mindelo in the Cape Verdes and then onto St Lucia.

► [www.worldcruising.com](http://www.worldcruising.com)

### CCR (Christmas Caribbean Rally)

Leaves from Marina Rubicon on Lanzarote and goes direct to Antigua mid-December. Unless you do a very fast passage you will likely spend your Christmas at sea. Timed to enable crew to join over the Christmas holidays.

► [www.sailingrallies.com](http://www.sailingrallies.com)

### Atlantic Odyssey

This is Jimmy Cornell's new rally, starting from Marina Lanzarote in mid-November and ending in Martinique. A second rally leaves from Santa Cruz after New Year for Martinique to take advantage of more reliable trade winds.

► [www.cornellsailing.com](http://www.cornellsailing.com)

lot of different places in the Leeward and Windward Islands, though the locations listed below are the popular places along the island chain:

**Barbados:** Bridgetown is the best stop here. Yachts often make for Barbados first as it lies somewhat east of the Windward Islands and otherwise entails a 60nM beat against the trades should you want to visit it later.

**Martinique:** Yachts will usually head for Le Marin on the southwest corner.

**St Lucia:** After Christmas the number of ARC yachts will have thinned out in Rodney Bay.

**Guadeloupe:** Head for Pointe-à-Pitre on the south of the island.

**Antigua:** Falmouth Bay or English Harbour on the south of the island.

**Saint Maarten:** Simpson Bay is a good arrival point and in the lagoon there are just about the best repair facilities in the Caribbean. ♦









# ROB DA BANK

SAM FORTESCUE TALKS TO A RENOWNED DJ WHO FOUND SAILING AS A TEENAGER, LOST IT IN HIS 20S AND HAS NOW COME BACK TO LIFE ON THE WATER

Rain lashes the windows of Yarmouth's The George, as the mainland disappears behind another squall. Rob da Bank (aka Robert 'Robby' Gorham) is telling me about his latest sailing exploits. "I did Bart's Bash a couple of weeks ago in a Laser. Suddenly it got very windy and it was totally clear what was going to happen. I saved it until I was right in front of the pier, where I went over and got lodged. An off-duty lifeboatman hauled me out." I ask him if the experience discouraged him at all. "It was a bit dicey," he says with a quick grin. "But that's sailing, isn't it? You've always got to be on your guard."

Robby clearly loves a sporty sail. He's campaigned Optimists, Mirrors, 420s and raced quarter tonners. "We grew up in Warsash and Dad threw us into Optimists when I was seven or eight. I didn't really have any wish to go sailing at the time, but he just said 'you're going.' It was a baptism of fire." He was soon enjoying it though, and began racing with a friend in a Mirror and made it to the nationals and even the worlds for Team GB at Sligo.

A-Levels and university intervened and music, the other great magnetic force in his life, drew him in. His DJ career "took off". I suspect he's glossing over a lot of hard work here – many of my peers liked to get behind the decks at university, but they never became respected Radio One DJs or successfully launched two big music festivals – Bestival on the Isle of Wight and Camp Bestival at Lulworth.

He elaborates – a little: "I succeeded possibly by not actually wanting to be a DJ. I've spent 20 years looking over my shoulder, expecting to be found out any moment as a fraud." He has also developed a reputation for finding and championing new musical talent precisely because that's what interests him most about the music world.

Now entering his fifth decade, and with three children of his own, it seems as though Robby has rediscovered the thrill of being out on the water. "I got lost in music – still am, but when we got a house near Yarmouth eight years ago, I started to do a bit more sailing. Despite everything I have achieved in the music industry, a day in a boat can give you as much happiness 10 times over."

His son sails an Optimist with the Island Sailing Club and Robby himself keeps a Laser close by at the Royal Solent. It's not all about the racing these days, though. "I love going for a potter up the Yar as much as I like haring round a race course in Force 7 – I suppose that's age."

For a man who travels a lot, his taste in cruising is remarkably domestic. He reels off a list of favourite spots – Beaulieu, Bursledon (and the Jolly Sailor pub), Ashlett Creek. "I think you can get too much of a perfect thing. Those Caribbean sunsets all look a bit boring. The Solent, for all its faults – Fawley power station, wallies on jet skis – there's so much personality to it."

That's not the whole story, though. His eyes stray to the choppy grey waters outside and he tells me that he's always wanted to race around the world. "When I was a kid, a friend did the Whitbread and I was really tempted to sign up. I wish I'd got that particular buzz out of my system at the same time because I was probably a bit braver then." He likes the idea of a leg or two of the Clipper Round the World Race, but says he hasn't got a pass yet from his wife Josie. "With three children, she's not so keen on losing me for eight months," he says, wisely.


It's not just family – there's also business to consider:

he's just moved from Radio One to Six Music, runs two record labels, two festivals (Bestival is now a £12m business, though he says it makes very little profit) and a new company producing film scores. That and the

kitchen garden at their home on the Isle of Wight are obviously pretty demanding.

In the meantime, Robby's looking for a little yacht and has spotted a tidy Southerly 110 on the Yar. He's also just taken on a friend's 18ft motorboat, called *The Scut*. She's a charming double-ended launch with a vast tumblehome, whose little petrol engine produces clouds of blue smoke. "I went out on her at the weekend and the prop shaft fell out, which was interesting," Robby tells me. Sounds like another dicey tale.

He got three-quarters of his Dayskipper ticket last year with a bit of help from one of the skippers on the Ellen MacArthur Cancer Trust, for which he is an ambassador. Several of the kids the Trust takes out for life-changing sailing trips were drafted in to provide crew and Robby passed his practical with ease. I ask him about the theory element and he looks a bit sheepish. "I've got 70 per cent of it," he says, muttering about electronic navigation and the iPad by way of explanation.

He has the patience of a saint and puts up with photos in the pouring rain while I ask about that name. "I just needed a stage name and that's what a friend came up with." Does anybody ever call you 'Mr da Bank'? "All the time." 

*'I love going for a potter up the Yar as much as I like haring round a race course'*





GULL'S EYE

# ROYAL QUAYS MARINA

## Toby Heppell heads northeast to discover what Newcastle has to offer the yachtsman

Situated in the old Albert Edward shipping dock, the marina is well protected with an impressive 7.2m of water

The northeast coast is hardly awash with marinas, prompting yachtsmen cruising in this area to carefully plan their halts. One might be forgiven the assumption, then, that this lack of competition could lead to slightly inferior quality marinas. However, if my recent visit to Royal Quays Marina in North Shields is anything to go by, the offerings on this oft-overlooked coast are anything but.

Royal Quays sits in the mouth of the River Tyne, and makes an ideal passage halt on the way up or down coast. It is something in the region of a 20-minute Metro ride to the centre of Newcastle and this not-quite-city location means the marina is an extremely peaceful little idyll.

Although it is surrounded by new flats and houses, these have been sympathetically done, so the berths do not feel too overlooked and a sense of green space has been retained. The counter to all this quiet, however, is significantly limited options in terms of shops for

those unwilling to make the trip into the city proper.

There is a large Asda across the river in South Shields and yachts can moor at the Customs House pontoon to shop. A bar offers simple food on an independent ship within the marina itself – called the *Earl of Zetland* – though this received mixed reviews from those we spoke to. Elsewhere on site there are couple of charter boats – one of which is a high latitudes outfit on an ex-BT Global Challenge yacht



– and a yacht broker, affiliated with marina owner, Quay Marinas.

Excitingly, a new development is planned and is hoped to open in 2015. This will offer a high-end bistro and café and will also house a new suite of showers for berth holders and visitors.

Further afield, sailing up-river offers easy access to Newcastle city centre, while the nearest boat repair services are in Blyth or Sunderland but they will happily come out to the Royal Quays to work on boats there.

## Local berth holder

**Rob and Helen Langley**



"We have been here for around 10 years," says Helen. "To be honest much of our reasoning

for keeping a berth here is convenience as we only live a few miles away. But it is a great spot and even though there is quite a mix of fishing boats, motor boats and yachts there is no real division like you find in some marinas in the south."

Rob adds: "In sailing terms it is a really great place to be.

There are any number of trips you can make from short hops to Blyth, Sunderland or Hartlepool to further afield to Scotland or across the North Sea. If it is lumpy out there (when the wind is northeast) you can sail upriver which means we can take the children out whatever the weather."





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### Ferry to Holland

The ferry next door to Royal Quays runs to Ijmuiden opening up good crew change options

### North pierhead

Marking the entrance to the River Tyne are the north pierhead (FI(3)10s) and south pierhead lights (Oc. WRG 10s)

## GULL'S EYE

# ROYAL QUAYS MARINA

54° 59' .75N, 001° 26' .75W







### Royal Quays

Here's where you'll find it and while it's the largest marina in the area, other options exist further upriver

MARINA OFFICE

### Newcastle

The marina is in quiet North Shields. A Metro journey into the bustling heart of the city takes 20 minutes

### Castle

Tynemouth Castle and Priory's impressive ruins crown the headland to the north of the river entrance

### FACTFILE ROYAL QUAYS MARINA

**Contact:** +44 (0)191 272 8282  
+44 (0)7764 254214  
www.quaymarinas.com

**Facilities:** Electricity, fuel (8am to 7:30pm), showers, 60t hoist, Wi-Fi,

**Tides:** Dover +0430

**VHF:** Marina Channel 80

**Costs:** Daily from £2.50/m

### USEFUL CONTACTS

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St. Peter's Marina	0191 265 4472
City Marina	0191 221 1348
Millennium Bridge	0191 221 1363
Powerhouse Marine (engineer)	0191 414 0065
Tri-tec Services (shipwright)	0800 955 1955
P.A. Lynch Chandler	01670 512291
Coleman's Chippy	0191 456 1202
East Coast Taxis	0191 253 3777





ROYAL QUAYS: 54° 59' .75N, 001° 26' .75W

# PASSAGE PLANNING

A clearly-marked, well lit and easily navigable river mouth all make entry to the River Tyne a relatively straightforward experience. The North Pierhead lighthouse and South Pierhead lighthouse mark the river mouth. After entry, a deep water, dredged channel is marked by light buoys. Yachts should keep to the starboard

side of the channel proceeding upriver to allow entry and exit of commercial vessels.

Indeed, it is commercial vessels that provide the main hazard within the River Tyne – particularly ferries. Outside the buoyed channel to the north, there are also shoals and offlying rocks in the area known as ‘Black Middens’.

Exiting the marina and heading downriver towards the sea, yachtsmen

**Above:** South Shields, opposite Royal Quays is within easy reach in a dinghy

Royal Quays Marina	
VISITOR BERTHING CHARGES	
<b>Summer</b>	<b>April – September</b>
Daily	£2.50 /m
Weekly	£13.75/m
Monthly	From £40/m
<b>Annual</b>	<b>From £246.67/m</b>

are advised to head straight across the river first, and then keep to the starboard side of the channel.

The marina operates its own lock for entry and exit (VHF channel 80) which does offer free flow occasionally – though this is subject to tides (4.3m mean spring range) and marina depth, so check beforehand. The lock can get a touch busy at the height of the season but the owners we spoke to claim the most boats they have seen queuing in 10 years was 14.



LEAD PHOTO: PAUL THOMPSON IMAGES / ALAMY

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# CRUISING GROUNDS

## North

Blyth sits just 9nM to the north of the mouth of the Tyne and so is a good option for the day. It is also home to the nearest yacht club, the Royal Northumberland Yacht Club.

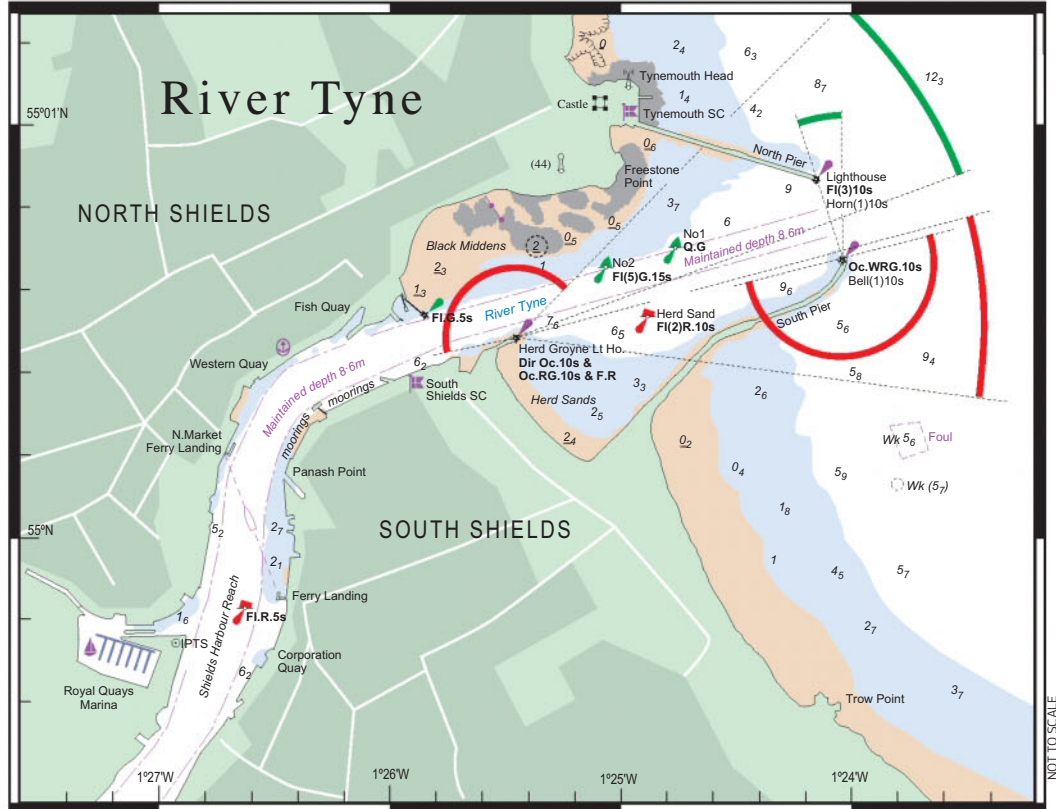
Further north is Amble, a traditional and pretty town on the northeast coast, as Sam Jefferson discovered in June's Sailing Today (ST206). Further north are the Farne Islands; a dramatic group of islands lying between two and five miles offshore. They offer superb close-up views of seabirds and seals. Landing is controlled by National Trust wardens and is permitted only on Inner Farne, Staple Island and Longstone.

Beyond these there are a number of spots like Eyemouth, which provide ideal stopping off points en route to Scotland. At this latitude, Norway is only 330nM northeast.

## South

Sunderland lies a short 9nM sail south of the river mouth. Here, recent developments to the waterfront including the National Glass Centre and the marina make it a worthwhile visit. A further 35nM or so to the south is Runswick Bay, a fishing village with a good anchorage and pubs and restaurants close by. Whitby makes another classic stop, too, if travelling south. It is a pretty seaside town with super views and is justifiably famous for its fish and chips.

Crossing the North Sea is a fairly popular option, something the berth holders we spoke to at least once a year. Den Helder and IJmuiden are two main entry points for boats crossing to Holland and are only 260nM away. Also note that there is a ferry that runs from North Shields to IJmuiden, giving the option of sailing over and leaving the boat.



*'For a lively drink, head upstream into the city'*

There is a good sized waiting pontoon off the entrance.

### Other marinas

Those looking for a short sail culminating in a lively drink should head an hour or so upstream from Royal Quays into the heart of the city itself. Tie up on the secure council-run visitor's pontoon (number overleaf) below the Gateshead Millennium Bridge, which lights up beautifully at night.

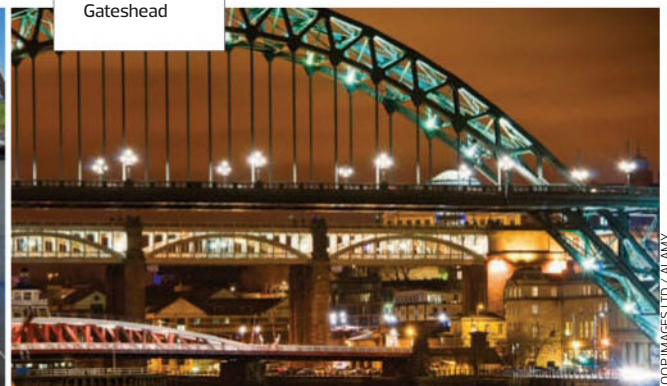
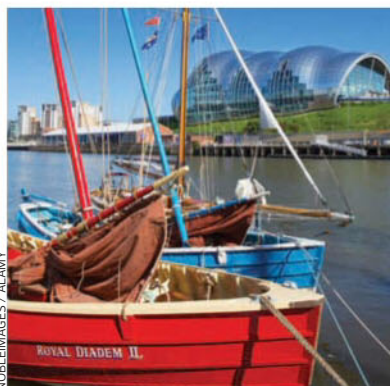
Alternatively, for those looking to spend a little longer in the city itself,

berths can be found at the Newcastle City Marina, although for masted vessels this involves booking an opening time for the Millennium Bridge (air draught 4.5m/25m).

Close to (but not in) the city centre is St Peter's Marina with 150 berths offering access to a wide range of nearby attractions including restaurants, bars and entertainment.

Back downriver, South Shields' Mill Dam Pontoon is directly across the river from Royal Quays marina and provides easy access to the Customs House Arts Centre and the Green Room Bar and Bistro. There's an Asda nearby, or it's a short walk to South Shields town centre, home to Coleman's fish and chip shop, a regular national award winner.

**Below:** Newcastle at night **Below left:** The sage concert venue in Gateshead



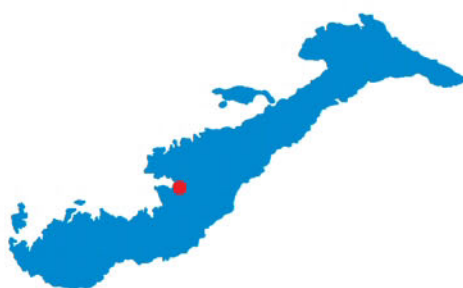




**A**morgos is a wild and stormy island in the eastern Cyclades. It looks like a chunk of rock that has been split sheer off the mother lode, especially at the northeastern end where the cliffs drop dramatically into the sea for 300m and more. The island feels more remote than its geographical location would suggest, on the edge of Greece rather than within the cluster of islands that make up the Cyclades. It blows a lot in this sea area and probably for this reason it feels good to get into the main harbour at Katapola.

### A windy spot

When the Meltemi wind is blowing down through the Cyclades there is no doubt that this is a windy spot. Yachts on an eastabout passage through the Cyclades will probably be coming from Naxos or the cluster of



GREECE

## Amorgos

*Rod Heikell* escapes the Meltemi in an unchanged corner of the Cyclades

islands at the bottom of Naxos. This is pretty much a downwind run so just put a bit of genny out and hold on. Yachts going westabout will probably be coming from Levitha or maybe Leros or Patmos in the Cyclades. This can be a little harder depending on how strong the Meltemi is.

This wind blows strongest from July through to September. Starting in the north it blows in an arc from the northeast, then north down through the Aegean curving to the northwest and even west down past Rhodes. While it is the prevalent wind in the summer, there will be times when it dies down, disappears altogether or even blows from the south. At full strength, it can blow at Force 7-8, but more normally it is somewhere around Force 5-6.

### Good shelter

The Meltemi gusts down into the bay and off the high land of the island. It's



## KATAPOLA, AMORGOS, GREECE

36° 49' .40N, 025° 51' .42E



HEMIS / ALAMY



TERRY HARRIS / ALAMY



PIERRE ROCHON / ALAMY

The tiny Agios Panteleimon church which sits above a sandy beach just to the left of the entrance to Katapola port

HEMIS / ALAMY

a good idea to get all sail off at the entrance to the bay and motor up to the eastern end. If you look at the plan, it seems wide open to the wind, but tucked under the quay in the southwest corner there is a surprisingly good lee. Go stern or bows-to the southwest quay or the quay on the end. Care is needed not to lay your anchor near where the local ferry lays its anchor, but around 40m of chain should keep you clear.

If there is no room on the quay you can anchor off in the bay, though this can be uncomfortable at times and with the Meltemi blowing it is a wet dinghy ride ashore.

I have ridden out a northeasterly Force 9 gale here that stopped the ferries running for three days. A few of the tourists stranded on the island would come and ask plaintively if I was heading out and could I take them – why they thought a small yacht would be

sailing when the big inter-island ferries weren't running I'm not sure.

### Other places nearby

**Kalotaritissa:** On the southwest end of the island this inlet curves back on itself to provide reasonable shelter from the Meltemi. It's a lonely place with just the fishermen for company.

**Ay Annas:** A small, attractive harbour at the northeast end of Amorgos with a little more tourism than Katapola

### Ashore

Katapola is a small place with just a few shops and tavernas including The Corner Taverna which serves excellent traditional Greek cuisine. Nearby Le Grand Bleu also has great food (pictured left).

The *chora* of the island is inland in the mountains. Nearby on the eastern coast is the Monastery of the Panayia of the Presentation, which has a spectacular site on the cliff edge suspended between the sea and the sky. Even the most hardened atheist will feel some reverence for this quiet place, a remnant of the times when monasteries had to be pretty much inaccessible from the marauding bands of pirates that roamed the Aegean.

Inland, the island is all jagged mountain tops and deep ravines. It is a harsh place with a little farming where the land allows and fishing when the weather allows. For film buffs, the island was the setting for Luc Besson's *Le Grand Bleu* and in a rocky cove near the southwest end of the island is the wreck of the *Olympia* which figures prominently in the film.

### Formalities

EU nationals can enter freely, but the yacht itself will need to pay the new circulation tax: €400 up to 12m LOA and €100/m for yachts over 12m. There is a 30 per cent deduction for the annual payment or payment can be made at €10/m per month for the upper range. No charge is made for transit through Greek waters or while the yacht is laid up ashore. Non-EU flagged yachts must clear in at the first port of entry and get a transit log.

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(not a lot). If the Meltemi is blowing hard it can be uncomfortable.

**Levitha:** A well sheltered bay on the south side of this island to the east of Amorgos. Virtually the only tourists who come here do so by yacht. 

**NEXT MONTH** One of Rod's favourite places on the Calabrian coast – Tropea in Italy. See more of his finest stops at [www.sailingtoday.co.uk](http://www.sailingtoday.co.uk)



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- ▶ £290

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One could question the usefulness of a watch designed to work 1,000m underwater, but that is not really the point. It is more about the technical and engineering skill required to make the watch capable of this feat. The Extreme 1000 has a helium release valve integrated into the case, which is activated on the return from very deep dives when the differential pressure between inside and outside reaches a critical point, thus preventing the watch from exploding.

- ▶ [www.christopherward.co.uk](http://www.christopherward.co.uk) ▶ £1,150





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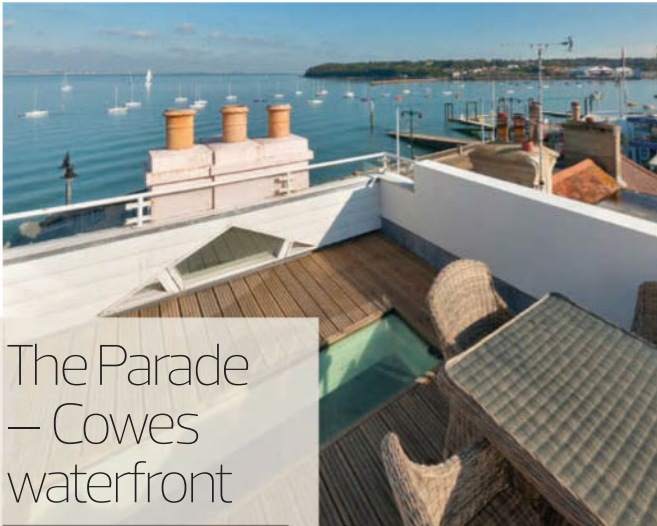
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# Waterside

COWES | SUFFOLK | DARTMOUTH



## The Parade – Cowes waterfront

Everyone who's sailed in Cowes will know 'the pink house' located on the seafront. This Grade II listed building has something of a cult status, so well is it known to yachties. It sits a stone's throw away from most of Cowes' major yacht clubs and provides unbeaten views out over the Solent from most rooms, though the best are from its stunning roof terrace.

- ▶ [www.spencewillard.co.uk](http://www.spencewillard.co.uk)
- ▶ From £895,000



PHOTOS: SPENCEWILLARD.CO.UK



## Number One

Part of the multi-million pound investment in Dart Marina Hotel & Spa, Number One is a stand-alone house for rent in one of the West Country's most attractive sailing towns.

It boasts intuitive 'scene' lighting, air conditioning and heating, Italian porcelain, oak floors, a sleek and polished Poggenpohl kitchen, SMEG appliances, surround sound music, a TV at the foot of the bath, one-touch blinds and curtains, a floor to ceiling wine store – plus a myriad of touches to make staying here a huge pleasure. Combine all of this with spectacular river views, nearby restaurants and you would be hard pushed to find a better holiday spot.

The house sleeps four and is priced at £750 per night in summer months, winter rates begin at around £1,500 for a three-night break and up to £6,000 per week in peak season during Dartmouth Royal Regatta.

- ▶ [www.dartmarina.com/numberone](http://www.dartmarina.com/numberone)
- ▶ From £750 per night

## Martello Tower, Suffolk

This unique structure was once referred to by *The Guardian's* architecture critic as "one of the most original and soul-stirring modern homes in Britain". It is certainly a surprise to get a glimpse inside this old martello tower in Suffolk and find a stylish modern home that also manages to preserve a good deal of the building's original function and character. Glorious sea views from an isolated location.

- ▶ [www.themodernhouse.net](http://www.themodernhouse.net)
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Clive departs Lulworth Cove to beat inshore along the Jurassic coast that he'd wanted to explore for years

# JURASSIC COAST

*Clive Loughlin* finally gets to explore Dorset's Jurassic coast, but does so on the coat tails of Hurricane Bertha

**A**ny voyage heading west along the south coast of England is likely to face the prevailing westerly and southwesterly winds.

Our long-planned five-day delivery of *Aurora*, a Bavaria 40 Cruiser, from her home in Chichester Marina to Plymouth was always going to be hard work, but the arrival of Hurricane Bertha added additional challenges to our endeavour.

There are three things that I never like to do if I can avoid them. Being a gentleman, I don't like sailing to windward; I hate going against the tide and I give wind-over-tide situations a very wide berth.

For this trip we had no option but to go to windward, but at least we had time on our side, and could afford to wait for a favourable tide by planning our departures accordingly. We also had one of the largest spring tides of the year, with rates 20 per cent faster than at mean springs, and by breaking the journey into roughly six-hour passages, we should be able to have the tide with us most of the way.

Wind-over-tide is a very real menace of which all sailors need to be aware. This occurs when the tidal stream is flowing one way and the wind is blowing the waves from the

other. The two meet and the wind-driven waves collide with the opposing stream and are pushed up into large, spiky seas.

When waves move from deep to shallow water they pack closer together and become higher, so a wave that would pass you by almost without notice in open water can become a breaking mountainous sea, frighteningly quickly as it approaches land. All of the above sounded alarm bells for our passage planning. Even without the spring tides we would

*'It would have been a crime to give the coast a wide berth'*

have to avoid the shallow areas marked as races on the chart. Add wind-over-tide into the equation and we needed to be doubly cautious.

A direct route would take us first through Hurst Narrows and the Needles Channel. To quote Tom Cunliffe in *The Shell Channel Pilot*, "to enter the Needles Channel on a spring ebb with a southwest gale blowing is little short of madness". Beyond Poole we would have St Alban's Head ..." after prolonged heavy onshore swells the whole area



CLIVE LOUGHLIN







can be wall-to-wall breakers”. Further west is Portland Bill and the race, which, again according to Cunliffe, “is the most dangerous extended area of broken water in the English Channel” and the final obstacle of Start Point is, “a notoriously rough stretch of water”.

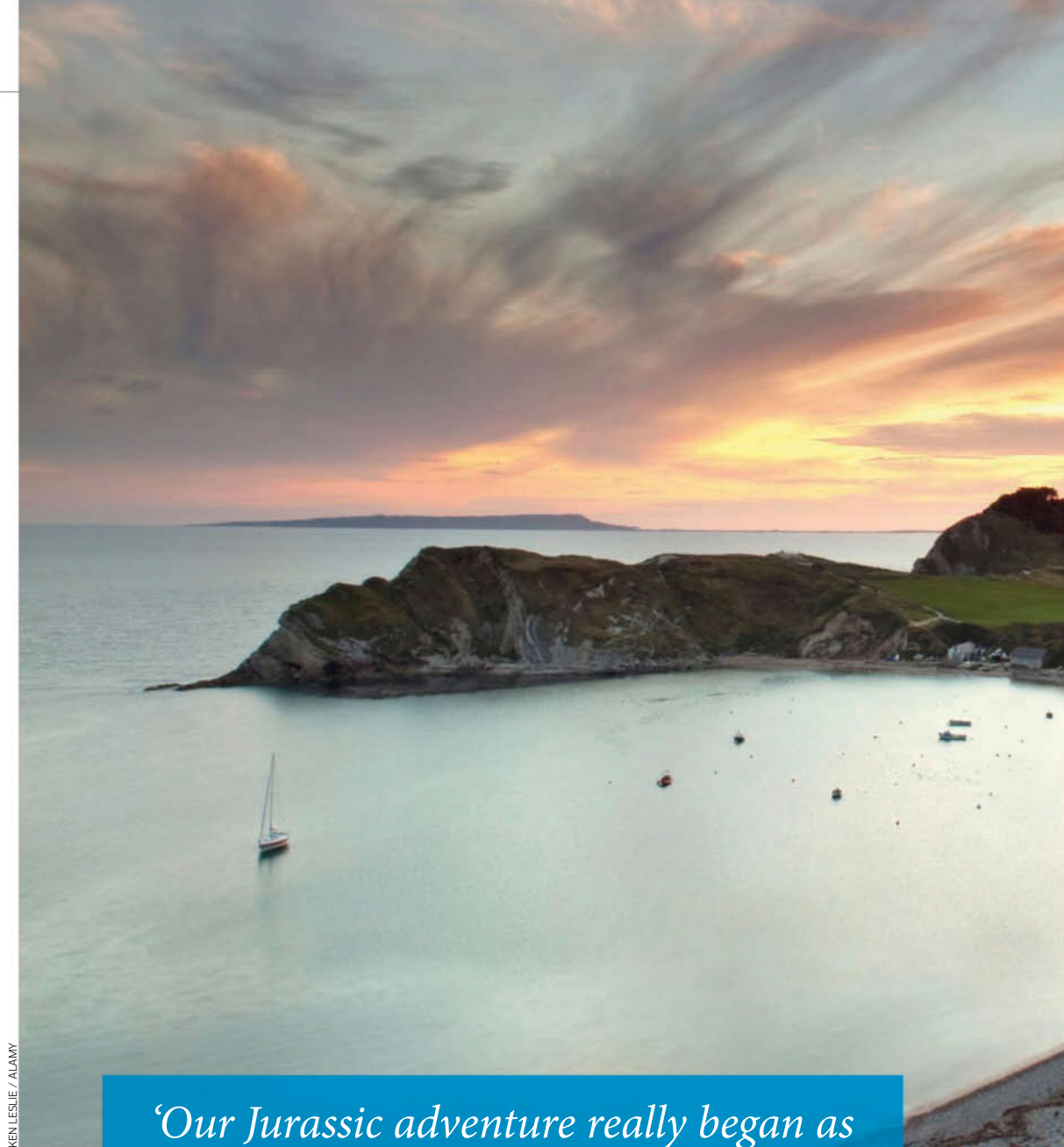
At this stage you may be thinking that the whole voyage looked like a reckless and doomed venture and that it would have been better to stay at home. But a collective decision was made to proceed with Plan A while maintaining a good degree of flexibility with the option to leave the boat at Poole, Weymouth or Brixham, if we didn't manage to make it to Plymouth.

## The adventure begins

We locked-out of Chichester Marina with a flood tide pushing against us and headed out past West Pole before turning west under power to Horse Sand Fort. The tide quickly turned in our favour but, as a result, threw up 1m devilish, spiky waves in the 20 knot southwesterly.

After a three hour slog we were ready for a break, so we anchored in the shelter of Osborne Bay, just to the east of Cowes. While we were there we heard a Mayday from just around the corner at Gurnard Ledge. Tragically it was a fatality following an accidental gybe; a salutary reminder to us all of the care that should be taken, especially in testing conditions. It was very sad to think of the many lives that had been changed forever in an instant. We could offer no practical assistance to the crew so we pressed on to Yarmouth, with Jovita staying gallantly on the helm, while we endured 30 knot winds on the nose, 2-3m waves, constant spray and buckets of green water over the bow, truly delightful weather!

We entered Yarmouth Harbour and a different world. As it turned out, this was the week of the Yarmouth Carnival and the pontoons were veritably heaving with children of all ages vying to win the crabbing competition. I don't know who won, but everyone had crabs in their buckets and smiles on their faces.

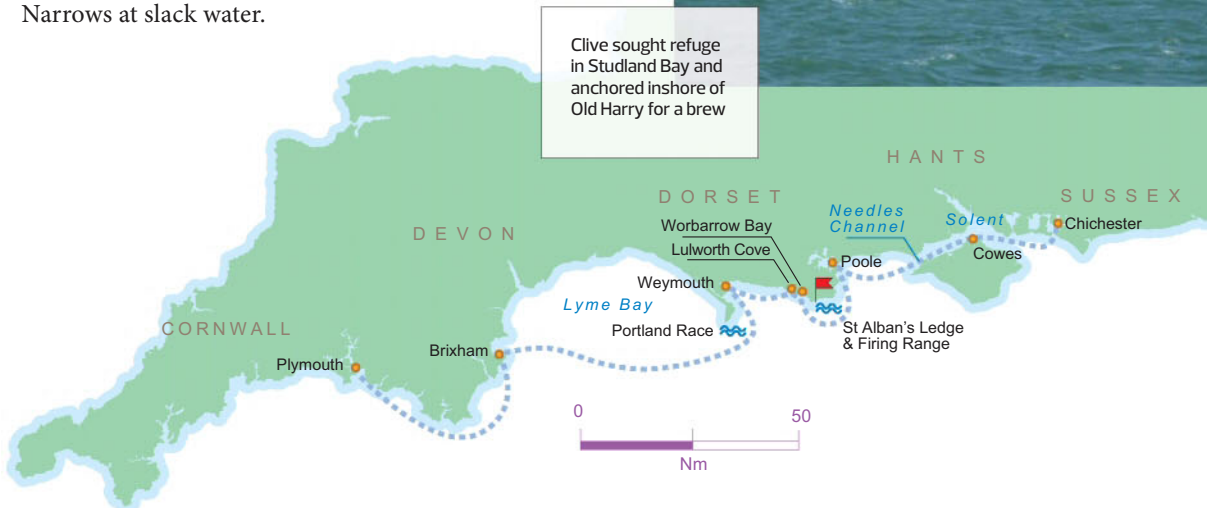


KEN LESLIE / ALAMY

*‘Our Jurassic adventure really began as we rounded St Alban’s Head’*

## Out beyond the Needles

Tuesday's forecast (Force 5-6, gusting Force 7 from the west) promised reduced but still strong winds. We planned our departure to have us going through Hurst Narrows at slack water.







## What makes the Jurassic Coast so special?

The Jurassic Coast is England's first and only natural World Heritage site. It is a 95-mile stretch of the south coast from Exmouth in east Devon to Studland in Dorset and is the only place on Earth where 185m years of the planet's history are sequentially exposed in dramatic cliffs, secluded coves, coastal stacks and barrier beaches. The 'tilt' of the rocks creates a unique 'walk through time' from 250m to 65m years ago, through the Triassic, Jurassic and Cretaceous periods. If you want to go fossil hunting yourself, the best places to head for are the Lyme Regis Museum or the Charmouth Heritage Coast Centre, and sign up for a fossil walk. [www.jurassiccoast.org](http://www.jurassiccoast.org)



**Main:** Lulworth Cove, part of the Jurassic Coast, at sunset

**Top:** Approaching Worbarrow Bay

**Above:** Weymouth Town Quay is lined with pubs and seafood joints

I once took a crew to the Needles Channel to specifically show them the wind-over-tide effect. The conditions were truly shocking and I have never repeated the demonstration; we were craning our necks upwards to see the top of the next wave. For this reason I always take the North Channel around the Shingles Bank unless the conditions are really mild. Our original plan for the day was to reach Weymouth, but we decided the Force 6 and 'waves with attitude' were turning what was meant to be a holiday into something to be endured. We had a day in hand for the trip as a whole, so we decided to head for Poole instead.

The shelter of Studland Bay beckoned and we anchored inshore of Old Harry for a cup of tea, before pressing on to our reserved berth in Poole Quay Boat Haven.

## In the firing line

For the next day we had one major obstacle to consider in the form of St Alban's Ledge (see map). I planned our departure from Poole so that we could arrive just off St Alban's Head for when the tide started to flow west. The race there is notorious at the best of times, but not only that, it is used by the army and navy as a firing range. It even includes some friendly-looking yellow buoys that are used for target practice. The firing range extends for 6nM offshore and is divided into an inner and outer range. The army uses the inner range and the navy uses both. Those of a nervous disposition will be pleased to learn that there was no firing scheduled for August 2014 so we were in the clear; but I still took the precaution of phoning the St Alban's Head

### FIRING RANGE

Lulworth's inner and outer ranges are marked by special yellow marks and a safety boat is on patrol at firing times. Times are broadcast by the Coastguard, or call 01929 404819

National Coastwatch Station (01929 439220) to double-check a few days before we set off.

We gave the race a wide berth, continuing southwest from Anvil Point until we were 3nM offshore before heading west. There is an inside passage that some use in settled weather and this would have cut 4nM off our passage, but we did not want to take unnecessary risks.

## Jurassic bay hopping

Our Jurassic adventure really began as we rounded St Alban's Head and the land changed character from rolling hillsides to dramatic limestone and chalk cliffs. This coastline is truly spectacular and it would have been a crime to give it a wide berth, so, once clear of St Alban's Ledge we made a beeline for Worbarrow Bay.

As we approached, we looked in vain for the yellow buoy that our charts and almanac told us to expect. I hope it is not one they use for target practice (Worbarrow Bay is within the inner range) or perhaps that explains its absence!

Once inside the bay we headed west and anchored in 4m in the lee of Mupe Rocks, where we performed a juggling act with the westerly winds and the ebbing tide. We were captivated by the scenery. Jovita and Stuart experimented with taking 360° panorama photographs, a tricky task with *Aurora* constantly seeking to balance the forces acting on her.

After a short break we up-anchored and headed 1nM west for Lulworth Cove following the 10m contour to keep us safely off





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### Dimensions

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



**Norfolk** Urchin



**Norfolk** Oyster



**Norfolk** Gypsy



**Norfolk** Smuggler



**Norfolk** Trader



## Ex-hurricane Bertha

### Maximum winds of 46 knots in Devon

Caroline was less than thrilled when we checked the weather forecast a few days before our departure to discover that Hurricane Bertha was heading our way. She was due to hit the UK on the Sunday – the same day that we were to join the boat.

Caroline's concern was justified when the Royal Ocean Racing Club decided to postpone the start of the Sevenstar Round Britain and Ireland Race until the Monday. It also decided to run the race round anti-clockwise instead of the normal clockwise. The teams set off from Cowes heading east in 20 knots of westerly wind and a favourable tide.

We didn't.

the hazards but close enough in to appreciate the view. A long-standing box was ticked for me as I helmed us into this most iconic of destinations. The conditions inside the cove looked very calm but the westerly wind and contrary ebbing tide created a confused sea at the entrance.

Lulworth Cove is tiny, the size of a football pitch, but with our 2m draught we felt tightly confined. I was surprised to see so many people and buildings on the shore. As we still had 7nM to go, and wanted to get to Weymouth before the tide turned, we just soaked up the sights, did a quick 180° and departed.

With the wind from due west,

*'Visibility was zero as we passed through a milky confusion of rain and hail'*

both Lulworth and Worbarrow would probably have been OK for an overnight at anchor, but if the wind had backed at all I can imagine a very different scenario. That was why we wanted to carry on west to Weymouth. The town is blessed with a 53m high 'Weymouth Eye' tower that can be seen for a considerable distance and we motor-sailed towards it helped by 2 knots of tide. Calling ahead to Weymouth, Caroline caused great amusement by



### AURORA

#### Bavaria 40 Cruiser

**LOA:** 40ft 8in (12.4 m)

**LWL:** 36ft 7in (11.2m)

**Beam:** 13ft 1in (4m)

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

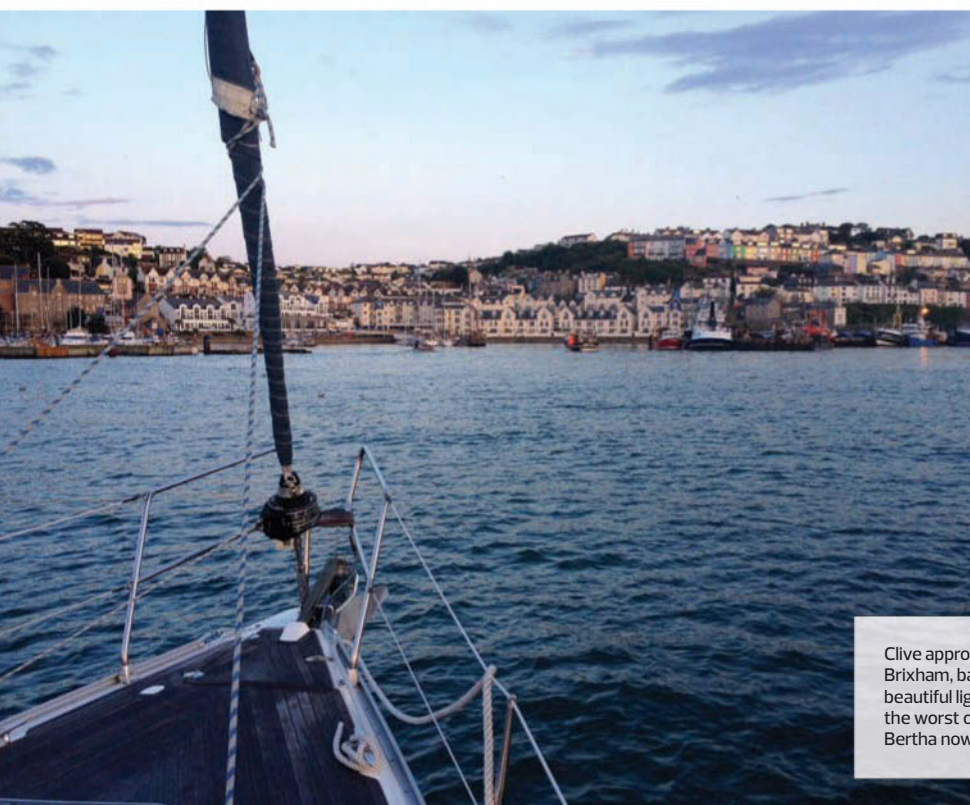
**Displacement:** 19,842lb (9,000kg)

**Year:** 1986

hailing them as 'Yarmouth Harbourmaster' (it had been a long day). Despite this *faux pas* we were directed to a berth only to have it grabbed from under our noses by a visitor from Europe. Entente cordiale was soon resumed when the harbourmaster re-assigned us. We asked for a berth on the town quay, which was pretty busy with boats rafted two and three deep. We really liked Weymouth and it buzzed with continental activity that evening.

### Race for Brixham

Our next destination was Brixham at a distance of 60nM, with Portland Bill and its associated race to contend with. A race is an area of turbulence formed when a strong current flows into a shallow area off a headland, and the location of the worst turbulence depends on the direction of flow of the tidal stream. If the tide is flowing east then the area of turbulence will be displaced to the east and on a west-going tide it displaces to the west. This knowledge is crucial if you are to work out where you can safely go, and even more importantly, where you should definitely avoid. In addition to the race there is the Shambles. We had hoped to arrive for slack water and just before the west-going ebb, which would have allowed us to safely take the path between the race



Clive approaches Brixham, bathed in beautiful light, and with the worst of Hurricane Bertha now over



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ALAMY / TROY IMAGES

Above: Clive regularly used a sextant to help him navigate the races and firing ranges  
Above right: Plymouth Sound, the end of the trip

and the Shambles, but we made better progress than expected and arrived during the remnants of the flood. So we altered course to the south, leaving the Shambles to starboard until we could safely head west again. The conditions were still boisterous and dark clouds loomed all around us as we headed across Lyme Bay. The wind was a steady 18 knots all day with very few gusts, but we experienced some strange

**GET IN TOUCH**  
Have you had a dicey moment in any of the races mentioned in this? Tell us about it

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weather as a cold front passed through. Caroline was on the helm when visibility went to zero as *Aurora* passed through a milky confusion of rain and hail. Fortunately it soon passed and 10 minutes later our previous good visibility was restored.

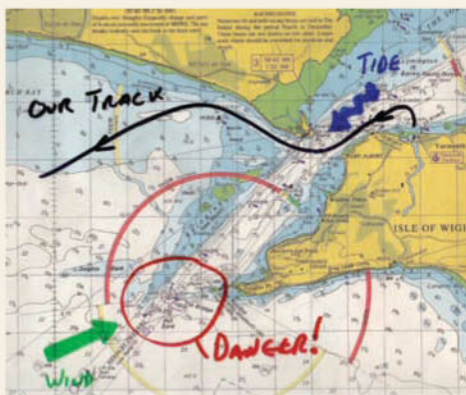
By the time we arrived in Brixham we felt we were on the home stretch and we had steadily improving weather. We sailed around Start Point leaving the enticing entrances to Salcombe and the River Yealm for another day, before rounding up into Plymouth Sound.

The following morning saw me make an early departure to catch a train home, while the rest of the team polished *Aurora* to within an inch of her life just in time for owner Nigel's arrival and the start of his own adventures with her.

**ABOUT THE AUTHOR** Clive Loughlin is a Yachtmaster Instructor and chartered engineer and a regular contributor to Sailing Today. Clive and Caroline Alexander both teach for the Southern Sailing School in the Solent area.

## A DAY AT THE RACES

Between Chichester and Plymouth, three of the south coast's great races had to be safely navigated



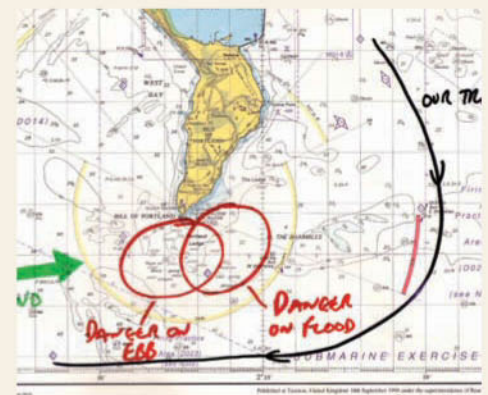
### NEEDLES CHANNEL

Breaking seas on the Bridge and the Shingles on the ebb in prevailing southwesterly winds of Force 4 or more



### ST ALBAN'S LEDGE

The water over the ledge shallows to 8.5m, throwing up a vicious race up to 4.5nm southwest of St Alban's Head



### PORTLAND RACE

Strong tidal streams run down each side of Portland and meet the Channel stream off the Bill, throwing up eddies and heavy seas



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ALL PHOTOS: JOE MCCARTHY

# Sporty Swede

Sam Fortescue gets blown away by the rapid new Arcona 380

“She’s pretty nippy,” the photographer tells me afterwards. “Nice clean hull, too.” And he should know, having spent the best part of five hours in a RIB trying to keep up with us. He probably saw more of her hull than anything as she heeled into the 20 knot plus gusts.

Arcona’s new 380 is billed as a performance cruiser and she fits the role with great aplomb. Designed by Swede Steffan Qviberg – “who only works with us,” according to Arcona’s UK dealer Tony Bottomley – she has really clean, graceful lines. Her low-profile coachroof keeps her lean and she has a powerful, wide stern – though not as much so as some modern yachts, which carry their beam to the transom.

She’s the sixth boat in a concentrated range that runs from 34ft (10.4m) to 46ft (14m) in length, all owing their origins to Torgny

Jansson, the son of Arcona’s founder, who took over the business 14 years ago. Tony puts the emergence of the brand as an international success down to Torgny’s vision. “The boat is designed with two things in mind,” he says. “First, sailing joy and second, stiffness and durability.” Potentially contradictory, these two aims have been well reconciled here.

Powering upwind towards Weymouth beach in what the B&G wind instrument claims is only 15 knots true wind, we easily make 8 knots of boat speed under the main and small jib. Later still, after an incident that saw us break the outhaul at the rope-wire splice (blame the electric winch), we manage over 7 knots reaching under jib alone – a true jib, at that: a parsimonious little thing.

There is minimal feel from the twin wheels – just enough to know what’s going on – but the boat tracks well, so there’s little feedback to give. Just occasionally a stronger gust rolls in and there is nothing I can do to stop her from broaching to windward. Her powerful centreline rudder soon wins out and gets her back on track with minimum drama. We’re slightly over-pressed, and should have taken a reef in – easily done from the cockpit using the single-line slab reefing system.

## 40 years of boatbuilding

Arcona has built boats in the Stockholm Archipelago since the 70s with design input from Steffan Qviberg since the 90s



### Super stiff

1

Arcona is very proud of its rigid hull, achieved by laminating a steel frame into the boat to connect keel, mast and chainplates



3

1

### Hidden lines

3

The coachroof is kept clear and tidy by passing the lines from the mast foot under the deck to the halyard winches

Perhaps lulled by the sunny warmth of this beautiful corner of Dorset, we ill-advisedly decide to launch the asymmetric. In principle an easy task, we don't do a very efficient job of it two-up. Nevertheless, we're soon trucking downwind at over 9 knots. Coming up from around 150° off the wind to 120° she really gets a bone in her teeth, accelerating to 10.5 knots.

Despite her 2.1m draught, it feels as if we're barely skimming across the surface of the sea. It's hard to know for sure, but the instruments always seem to give us a stronger wind when we're running rather than close-hauled, so I guess the log was slightly overcooking our speed. Nonetheless, it is an effortlessly impressive performance.

Arcona's second stated aim – to produce a stiff and durable boat – is chiefly met by a belt-and-braces lay-up for the hull. Proponents of the vacuum infusion method say it reduces weight and increases strength by distributing the epoxy resin evenly throughout the layers of fibreglass.

But in case that weren't enough, Arcona also lays down a galvanised steel grid inside the boat, which it through-bolts to the hull. Its purpose

is to increase hull stiffness and deal with the dynamic loading from the keel-stepped mast and the shrouds. The hull itself has a Divinicell core for lightness (and great insulation properties) and is laid up with multi-axial layers of glassfibre.

### Sensible cockpit

She has a fairly open cockpit, by which I mean the coaming isn't over-high and the standard configuration has an open transom. Arcona will put on a drop-down bathing platform if customers insist, but refreshingly prefers not to – citing aesthetics and already good access to the water via a teak-covered step and a bathing ladder. Two

*Despite her 2.1m draught, it feels as if we're barely skimming across the surface of the sea'*

lockers partly enclose the stern and provide a seat for the helmsman. There's also a narrow, low coaming alongside each wheel which makes a narrow, cramped perch for the helm, but gives better access to the aft-most winches and the mainsheet traveller line, which is bolted to the cockpit sole just ahead of the wheels.



### Open transom 2

A fold-down bathing platform can be fitted, but Arcona prefers this hybrid step with aft lockers and ladder



I would like to have seen some foot blocks here for stability – otherwise you have to hang onto the guard wires. Short-handed sailors would be wise to upgrade one of the Harken ST40 winches on the coaming by the helm for an electric version. This makes sheeting in the main on its double-ended German mainsheet system more feasible without losing control of the wheel. Two further ST46s deal with the jib sheets, with a pair of electric halyard winches on the coachroof.

There's stowage in cave lockers in the coaming and some nifty rope-tiding cubbyholes. But there's no lazarette under the seats unless you choose the interior configuration with just one aft cabin. However, there is a whopping liferaft locker under the cockpit sole aft of the helm. With its semi-open transom, the cockpit would quickly drain any green water, but a sensible lip at the top of the companionway makes absolutely certain that the cabin stays dry. And the washboard slots neatly into a cradle here.

### Stiffer sails

For an extra £4,800, you can upgrade to sails with carbon tape to stiffen them. They hold their shape better and last as long



### Responsive rig

The standard rig is pretty straightforward, but carefully thought-out controls should keep even obsessive sail-trimmers happy. The jib sheets are routed through a carbon eye on a Dyneema strop before running into standard deck travellers. Tightening the strop allows you to bring the sheeting point right inboard, almost to the centreline – making for better close-hauled performance.

We got a bit tangled up with all the control lines in the cockpit, but a more fastidious sailor wouldn't have had this problem. All the lines from the foot of the mast are fed under the deck to keep things tidy. One niggle was that the mainsheet traveller line became a cat's cradle because the cam cleat was on the traveller itself, rather than at a fixed point at the side of the cockpit. And while leaving the track proud on the deck creates more space below, it adds an obstacle on deck.

Our test boat had upgraded to carbon-taped sails for better performance and this is an option that Tony advises. The sails last as long as cruising Dacron but keep their shape better thanks to the stiffening effect of the lattice of carbon tape. This allows us to point up to 25° off the apparent wind and, though the sails are stalling a little, we manage an impressive 7 knots at about 40° off the true wind, giving us a useful tacking angle of around 80°.



*Modern classic*

The aesthetic is unashamedly woody, with rich Khaya mahogany finish and simple cream upholstery



*Sliding nav station*

With a bit of grunt, you can slide the chart table aft to free up more seating and a good long saloon berth

**Calm comfort**

Part-time racers and serious-minded sailors will find much to admire below. The mahogany finish is to a high standard, without being fussy, and there are two modest hull lights for brightness.

The standard set-up provides two double cabins aft with a cosy heads and shower to starboard and another double in the fo'c's'le. A semi-horseshoe galley to port has plenty of

deep fiddles to hang on to and boasts an oven with double hob and a top-opening fridge with two large compartments. A series of drawers is topped by a slide-out chopping board/trivet for hot pans.

The nav station lies to starboard, forward of the heads. It offers a modern-sized chart table – to my mind a little on the small side – and access to the VHF and any instruments set into a hinged panel

full of very tidy wiring. Cleverly, the chart table slides back and forth on rails set into the side panelling. When it's back, it opens up room for an infill to extend the seat or berth.

The drop-leaf saloon table is large enough for eight people to eat. And it harbours another really nice design feature: a drawer for the ship's grog supplies. A custom-built mould is cut to fit bottles of the owner's favourite tipples. There's an inner drawer containing glasses too.

The boat is Ocean category A-rated, of course, but for serious offshore cruising, Tony recommends some modifications – there is space for a fuel cell (see ST209) in the cockpit locker, and room for a watermaker under the port saloon berth forward of the water tank. It would be a hard task to fit windvane steering on the open transom, but there is plenty of space for a wind or tow/hydro generator on the pushpit.



FOR VIDEO of this test, and for dozens more new boat tests, see [www.sailingtoday.co.uk](http://www.sailingtoday.co.uk)



## VERDICT

Arcona's sensible design team and quality shipwrights have produced a boat which would happily cross oceans. Like a Volvo, she's stiffly built, but fast and agile too. You could even win round-the-cans races in her when you finally arrived at the other side of the world.

Though she makes the most of modern technology, with her vacuum infusion and clever rig, she has a solidly traditional feel to her. Perhaps it's more to do with the aesthetic below, with woody bulkheads and sensible galley, but I think it's more as if the team that designed the boat disdain the trends in production boatbuilding and firmly opted for a more seamanlike design.

You'll find cheaper 40-footers, but you'd be hard-pushed to find a better compromise between looks, performance and stability. Or one that's more thrilling to sail.

**LOOKS:** ★★★★★

**PERFORMANCE:** ★★★★★

**BLUEWATER:** ★★★★★

## THE SPEC

**SAILAWAY PRICE FROM £249,000**

**AS TESTED £268,000**

**LOA:** 37ft (11.3m)

**LWL:** 34ft 9in (10.6m)

**Beam:** 12ft 6in (3.8m)

**Draught:** short 6ft 3in (1.9m);  
standard 6ft 11in (2.1m);  
deep 7ft 10in (2.4m)

**Displacement:** 15,100lb (6,850kg)

**Upwind sail area:** 941sqft (87.4m<sup>2</sup>)

**Fuel:** 32gal (150Lt)

**Water:** 43gal (200Lt)

**Berths:** 6 or 8

**Engine:** Yanmar 3YM/SD20

**Designer:** Steffan Qviberg

**Builder:** Arcona Yachts

**UK supplier:** Arcona Yachts UK  
02380 457770, [www.arconayachts.com](http://www.arconayachts.com)

## PERFORMANCE

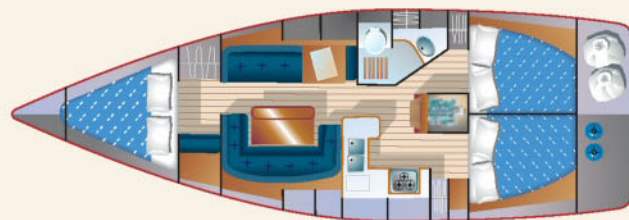
**AVS:** 126°

**Displ/LWL ratio:** 159

**Sail area/Displ ratio:** 23



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



IF THE ARCONA 380'S NOT RIGHT FOR YOU...



### XC-38

**On the water £263,000**

Medium to heavy displacement, with a deep hull sections for better headroom, the XC-38 is a 'luxury' performance cruiser. She has an uncluttered deck and small fold-down bathing platform; twin wheels with a central instrument console. Optimised for a two-cabin lay-out.

[www.x-yachtsgb.com](http://www.x-yachtsgb.com)



### HALLBERG-RASSY 372

**On the water £247,156**

Optimised for comfortable and fast family cruising, the 372 will take you anywhere. She has the trademark windscreen and high cockpit coaming, and a high quality woody finish below. Probably the most popular model of Hallberg-Rassy.

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



### GRAND SOLEIL 39

**On the water £235,000**

Teak-decked Italian style with bags of performance to boot. She features a carbon composite frame for stiffness. Twin wheels with a wide, open transomed cockpit and an elegant, customisable interior. Sleeps 4 to 8 in 2/3 cabins.

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





# Finding freedom

Gary Hoyt founded his company with the Freedom 40 in 1976, but as **Toby Heppell** finds, its freestanding carbon masts are very distinctive

**T**he Freedom 40 is a strange looking boat and the first in a line of boats from manufacturer Freedom Yachts, who took a positively Cambrian approach to yacht design.

A first glance quickly reveals the major difference to the modern cruisers that preceded it, and that is the rig set-up. This ketch rig has two large, unstayed masts which are, surprisingly, given the date that the yacht was conceived, both made from carbon fibre, which even today is a material largely reserved for highly expensive racing yachts. It's from this feature that the boat's name is born.

The founder of Freedom Yachts, Gary Hoyt, called the boat 'Freedom', as he believed that removing the

## SPECIFICATION

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

**LWL:** 35ft (10.7m)

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

**Draught:** 4ft 3in (1.3m)

**Displacement:** 20,000lb (9,072kg)

**First built:** 1976

**Builder:** Freedom Yachts

**Contact:** [www.freedomyachts.org](http://www.freedomyachts.org)





stays on the masts allowed sailors the freedom to roam the decks. I sailed on a Freedom 40 once, and the effect of the two unstayed masts was startling, even alarming. The masts wave around in a way that is, at best, unfamiliar, in particular when heading downwind, and to a lesser degree on other points of sail.

However, by speaking to Ian Strathcaron, a man who has cruised his Freedom 40 extensively across the globe, my concerns are set straight: "Oh, I've never had a problem with the free-standing masts," he exclaims. "Perhaps it is my history as a pilot though. For us, flexing [in wings] is expected. In fact if you looked out of the window of a plane at take-off and there was no flexing going on in the wing, you would be very concerned."

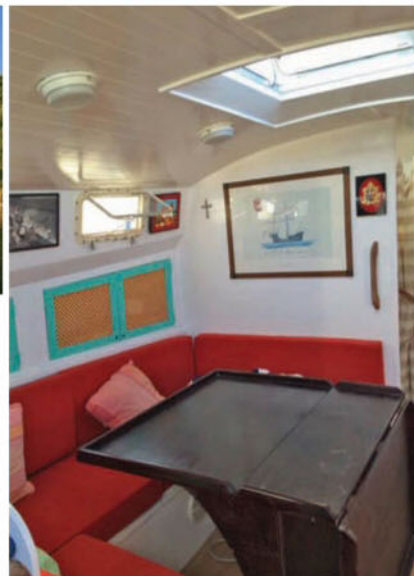
Unstayed rigs have something in common with gentlemen – they are reluctant to go to windward. But Ian says part of this is getting used to the rig itself and how it performs. "Windward performance isn't exactly sparkling. The way I see it is once you realise you are always going to be five degrees lower than a more traditionally rigged yacht, you accept the situation pretty quickly. The key is that the boat does not really like to be forced to come up close to the wind, if you keep her footing then you still go upwind well."

Ian's Freedom 40 is one of the later models and has an aft cockpit set-up. These are still slightly odd to look at to the British yachtsman's eye, but nothing like as odd as the original,



**Main:** The freestanding masts will attract attention wherever you may berth

**Clockwise from above:** Ian's Freedom 40 has non-standard wishbone booms, which he added; plenty of space below decks



## The designers

Halsey Herreshoff / Gary Hoyt



**Gary Hoyt founded** Freedom Yachts in 1976 and set to work looking for a designer for his remarkable Freedom 40. He quickly settled on Halsey, the grandson of the late, great

Nathanael Herreshoff. The success of the Freedom 40 in the USA led to a line of Herreshoff ketches with Hoyt rigs from 27ft to 45ft and changed the way the world felt about un-stayed masts. Halsey might be best known for his career as an America's Cup sailor, having served on many cup defenders of the 12-M class era, first as a bowman on *Columbia* in 1958

and concluding as navigator on *Liberty* in 1983.

As for Hoyt, his background was as an Olympic sailor and he has remained a proponent of unstayed rigs for the entirety of his career to date. After starting the company in 1976 with the Freedom 40, he sold Freedom Yachts to Tillotson-Pearson in 1985 after some slow years. It became defunct in 2008.

which boasted a prominent poop deck and centre cockpit very much in the US 'cat boat' style (see below left).

Very few of the boats sold in the UK have this central cockpit layout but several hundred were sold in the States – including one owned by Donald Sutherland in the 80s.

Although it is always going to be the rig that immediately draws attention, Ian is most complimentary about the hull. "Her seakeeping abilities are really what set her apart for me. She was designed by Herreshoff and has fantastic attributes in sailing terms, but more than that she is voluminous below decks. The state [or owner's] cabin aft is so large my wife and I refer to it as the holiday cottage!"

## THE SURVEYOR

Yacht Brokers, Designers  
and Surveyors Association

"**The Freedom 40** can be hard to survey properly and the biggest concern is the condition of the balsa-cored hull and deck and getting a realistic measure as to the condition of the core for moisture ingress. Other critical structural areas are the deck at the mast collars and the mast steps as they support the full rig loading. Surface corrosion to the alloy fittings is not of concern, the structure of the step pad and deck at the collar fittings are difficult to assess. The masts are also hard to assess as most riggers will not climb on the single halyard provided. The standard of fit-out can vary, however the principal internal structure is usually strong and solid."

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

## THE BROKER

Ross Farncombe, Sunbird Yachts

"**In the last** three years, our records show seven boats selling in the world with only one of those being in Europe. Most recently a 1978 model sold in 2014 for £28,000 from an asking price of £31,250.

"Currently only four boats seem to be available, from a 1978 boat in Holland asking £99,000 to the remaining selection in the USA and Caribbean asking from £71,500 to £89,000.

"So, if the Freedom 40 is what really 'floats your boat' then you must be prepared to travel to buy one."

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



# Three of the best

BROKERAGE | BOATS FOR SALE



## VANCOUVER 38 CLASSIC | MARY HAY

You'll need to search far and wide to find another 38 Classic on sale, as it was considerably outsold by the pilothouse version. But for us, while the pilothouse was more popular, the 38 Classic is the better of the two and certainly feels more spacious below. In general terms the boat will not appeal to everyone, being fairly heavy and narrow, with a full-length keel making her hard to manoeuvre in close quarters, particularly astern.

However, for someone looking for a 'proper' offshore/long-distance cruiser you would be hard pushed to find

something better for the money. Her shape, keel and weight all gift her excellent sea-keeping abilities and the teak fit-out gives a classic cruiser feel below from an era before her 1999 build would suggest.

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

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

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

**Draught:** 5ft 7in (1.7m)

**Year built:** 1999

**Berths:** 6

## CORRECTION

Last month, we featured a UFO 27 in these pages. The image we used was of a recently updated, highly specced boat named *UFORIA* that can be found for sale privately on [www.apolloduck.com](http://www.apolloduck.com) for £14,500. The accompanying text, however, actually listed the details of another UFO 27, also named *UFORIA*, which is a project boat for sale through Apollo Duck or Woodrolfe Brokerage.



## CRABBER | GOLDEN NOMAD

Here's a tidy Pilot Trader 30, built and fitted out in 1981 by Cornish Crabbers. She is a gaff-rigged ketch and has been lovingly cared for by the same owner for the past 24 years. She had a new engine in 2008.

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

**LOA:** 30ft (9.1m)

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

**Draught:** 3ft 6in (1.1m)

**Year built:** 1981

**Berths:** 4 to 5



## SOUTHERLY 35RS | WHISKY MAC

Despite Southerly having gone bankrupt twice in the last two years, they have always delivered top-end boats in terms of build and fit-out. As such, this Southerly 35 RS built in 2005 represents a good boat for the money.

The quality of the initial fit-out has been well maintained and a pilothouse style layout gives her a light and open feel.

The deck gear and rigging is as you would expect, with the useful addition of an electric coachroof/halyard winch to make for easier short-handed cruising.

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

**LOA:** 35ft 6in (10.8m)

**Beam:** 11ft 10in (3.6m)

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

**Year built:** 2005

**Berths:** 5



# IMAGINE A KAYAK THAT FOLDS UP, AND MAKES ITS OWN BOX



*The folded size is  
just 33x29x9"  
Weight 26-lb*

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**Oru Kayaks** are inspired by origami, the Japanese art of paper folding. They unfold from a 33x29x9" box, to create a fully-functional 12ft kayak.

One of the cleverest bits is that the walls of the box are part of the hull itself. The boat is the box... the box is the boat. It's all made from a single sheet of durable corrugated plastic, with the folds set in for life.

They're amazingly light (just 26-lb) and very quick to assemble (5-10 mins).

In the water they glide like a dream; the rigid hull makes them fast and easy to handle in a wide range of conditions. The hard chine design means confidence-inspiring stability for newcomers to the sport. And experienced paddlers are generally amazed by the performance. Their portability means you can take an Oru kayak to a lot of places that would be impossible for a "normal" solid kayak.

A folded Oru Kayak will fit almost anywhere, for example: your understairs cupboard; the back of your car; inside a motorhome; or a locker on a yacht. You can take it in a lift, or even check it in as baggage with many airlines.

And even if the water's only a few inches deep, an Oru Kayak will float.

### **INTRODUCTORY UK PRICING:**

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# Kit bags

## HELLY HANSEN Crew travel bag

Simple and attractive, this is a lightweight bag in water resistant fabric, with stout webbing handles. Removable shoulder strap and external slip-in pocket.

► Colour: Espresso

► Price: £50

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



## STYLISH HOLDALLS

## WYNNCHESTER Waxed canvas duffel bag

Up-cycled from a vintage military kit-bag, the thick canvas is hand waxed and a leather zip pull and leather badge added. Zip and stud closure keeps the water out. Tough and functional.

► Colours: Khaki

► Price: £42

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



## ORVIS Gokey Heritage Duffel

One of two classic styles that fishing specialist Orvis found in the archive at its luggage subsidiary Gokey. Made in the US from heavy 18oz canvas, full-grain leather and abrasion-resistant nylon edging.

► Colours: Olive

► Price: £229

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





# CARRY-ON HOLDALLS

JUST IN TIME FOR THOSE CHRISTMAS LISTS, ST HAS PICKED OUT THE MOST STYLISH HOLDALLS AND THE MOST WATERPROOF



## FRED PERRY Classic barrel bag

This is the classic PVC barrel bag, with cotton canvas trim and an additional zip-up pocket at one end. Featuring an outer slip pocket and inner zipped pocket; this is a good weekender. With two grip handles and an adjustable shoulder strap.

► Colours: Navy ► Price: £60  
[www.fredperry.com](http://www.fredperry.com)

## MERCHANT & MILLS Oilskin duffel bag

Pretty trad looking in a water resistant oilskin, you can picture this in use when *Britannia* was winning races. One caveat, and it's a big one, this comes as a kit and you (or a willing accomplice) must sew it together.

► Colours: Tan  
► Price: £45  
[www.merchantandmills.com](http://www.merchantandmills.com)



## MUSTO XL Carryall

We love this simple take on the classic duffel from Musto. In bright polyester with webbing handles and a Velcro front pocket. Cool.

► Colours: Red, navy, carbon  
► Price: £40  
[www.musto.com](http://www.musto.com)

## PARSON GRAY Carpetbagger duffel

A dressed-up take on the sporty, classic duffel. Complete with an adjustable leather belt handle, leather handles, support ribs and crosshatch cotton lining. Stylish.

► Colours: Navy  
► Price: c£156  
[www.parsongray.com](http://www.parsongray.com)







### HENRI LLOYD Solna holdall

An instant classic: polyurethane-coated canvas with herringbone tape detailing and metal rivets.

- ▶ Colours: Olive, navy
  - ▶ Price: £60
- [www.henrilloyd.com](http://www.henrilloyd.com)

### PEG AND AWL Canvas weekender

Waxed canvas originating from the Scottish sail industry with antique leather trim and vintage zipper. A bag with a story.

- ▶ Colours: Numerous
  - ▶ Price: £203.25
- [www.pegandawlbuilt.com](http://www.pegandawlbuilt.com)



### ETTINGER Hurlingham overnight bag

Big enough to use as an elegant sports bag but small enough for a weekend aboard. Made with a sturdy cotton drill and trimmed in a wonderful waxy hide, this bag has one internal compartment with two slip pockets inside.

- ▶ Colours: Ivory, olive, black, navy, sand
  - ▶ Price: from £534
- [www.ettinger.co.uk](http://www.ettinger.co.uk)

## STYLISH HOLDALLS

### FJALLRAVEN No.4 duffel

Based on Fjallraven's 1973 sailing bag, Duffel No. 4 has a classic, clean design. It has a large zippered main opening, inner safety pocket, two outer pockets and reinforced fabric bottom. Made of strong, waxed G-1000 HD fabric and leather straps for long life.

- ▶ Colours: numerous
  - ▶ Price: £115
- [www.fjallraven.co.uk](http://www.fjallraven.co.uk)





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## TECHNICAL HOLDALLS



### **OVERBOARD** Ninja duffel bag

Overboard calls this the 'daddy' of its waterproof duffles, with huge capacity and lots of reinforcing, including heavy-duty "military grade" buckles and a strong welded PVC base. Feels like the business.

- ▶ Colours: Black
  - ▶ Size: 130lt
  - ▶ Price: £82.49
- [www.over-board.co.uk](http://www.over-board.co.uk)





### MUSTO Evolution waterproof holdall

Guaranteed waterproof, with innovative heat sealed straps and no zips – the roll top is impenetrable by water. Includes a pressure release valve and superior padding on the strap. Also in 45lt and 90lt.

- ▶ Colours: Red/grey ▶ Size: 60lt
  - ▶ Price: £115
- [www.musto.com](http://www.musto.com)

### HELLY HANSEN WP Duffel

Fully waterproof, dustproof, mudproof, snowproof and sandproof. This strong holdall has an oral inflator tube to give the bag buoyancy when needed – ideal for the long dinghy ride out to the mooring.

- ▶ Colours: Black ▶ Size: 40lt
  - ▶ Price: £200
- [www.hellyhansen.com](http://www.hellyhansen.com)



### HENRI LLOYD Dri-pac holdall

Fully waterproof thanks to thermoplastic polyurethane construction, with welded seams and dry roll closure. Air release valve and compression straps allow you to reduce bulk.

- ▶ Colours: Carbon, blue ▶ Size: 55lt
  - ▶ Price: £65
- [www.henrilloyd.com](http://www.henrilloyd.com)



### AQUAPAC Upano waterproof duffel

PVC-free waterproofing for an easier conscience. Has high-vis ends and an air release valve for snugger packing down.

- ▶ Colours: Grey ▶ Size: 70lt
  - ▶ Price: £110
- [www.aquapac.net](http://www.aquapac.net)



## LEGEND IN THE MAKING?

Aussie-Swedish designers Subtech are seeking funding on Kickstarter to produce this 45lt 'ultimate' dry bag, which is waterproof to 50m, shockproof and generally pretty ninja. The Pro Drybag will sell for £218 when in production, but if you pledge £60 of start-up capital now, you'll get one for free!

- ▶ Pledge at <http://kck.st/1r8j1a> ▶ [www.subtechsports.com](http://www.subtechsports.com)



### BACKPACK

Extra-strong handles will allow the Pro Drybag to be worn as a comfortable backpack



### AIR-PROOF ZIP

Water and air-proof zip means you can sling your electronics in without fear



### GUY COTTEN Sac uno

Fully waterproof Ferrasac fabric with welded seams. Heavy duty zip under a double Velcro flap. In all probability hurricane proof.

- ▶ Colours: Yellow, blue, orange, red, black
- ▶ Size: 60lt
- ▶ Price: £61
- [www.guycotten.co.uk](http://www.guycotten.co.uk)



### HELLY HANSEN duffel bag

At 30lt, this is no more than an overnighter (or perhaps a Volvo Ocean Race bag!). Made of nylon tarpaulin, with zipper and hide-away back pack straps.

- ▶ Colours: numerous
- ▶ Size: 30lt
- ▶ Price: £40
- [www.hellyhansen.com](http://www.hellyhansen.com)



## Workhorses



### CREWSAVER Crew holdall

Heavy-duty construction with a reinforced base. This budget bag has internal slip pockets with a dry pocket. Not waterproof.

- ▶ Colour: Red, black
- ▶ Size: 55lt
- ▶ Price: £25
- [www.crewsaver.com](http://www.crewsaver.com)



### FORCE 4 wet/dry holdall

A large budget hold-all made from heavy-duty waterproof nylon with a big wet and dry compartment, and shockcord pocket.

- ▶ Colours: Blue
- ▶ Size: 83lt
- ▶ Price: £40
- [www.force4.co.uk](http://www.force4.co.uk)



### GILL Tarp barrel bag

In a puncture resistant tarpaulin fabric, this bag should survive the hardest of journeys to the boat. No more than splash proof, though. For waterproofing, Gill produces 50lt dry bags.

- ▶ Colours: Black
- ▶ Price: £55
- [www.gillmarine.com](http://www.gillmarine.com)

### OVERBOARD Waterproof duffel

Made with welded PVC and a roll-top for 100 per cent waterproofing. Has one external mesh pocket, two more inside and an internal wet/dry pocket. Available in sizes from 35lt to 130lt.

- ▶ Colours: Numerous
- ▶ Size: 60lt
- ▶ Price: £54
- [www.over-board.co.uk](http://www.over-board.co.uk)





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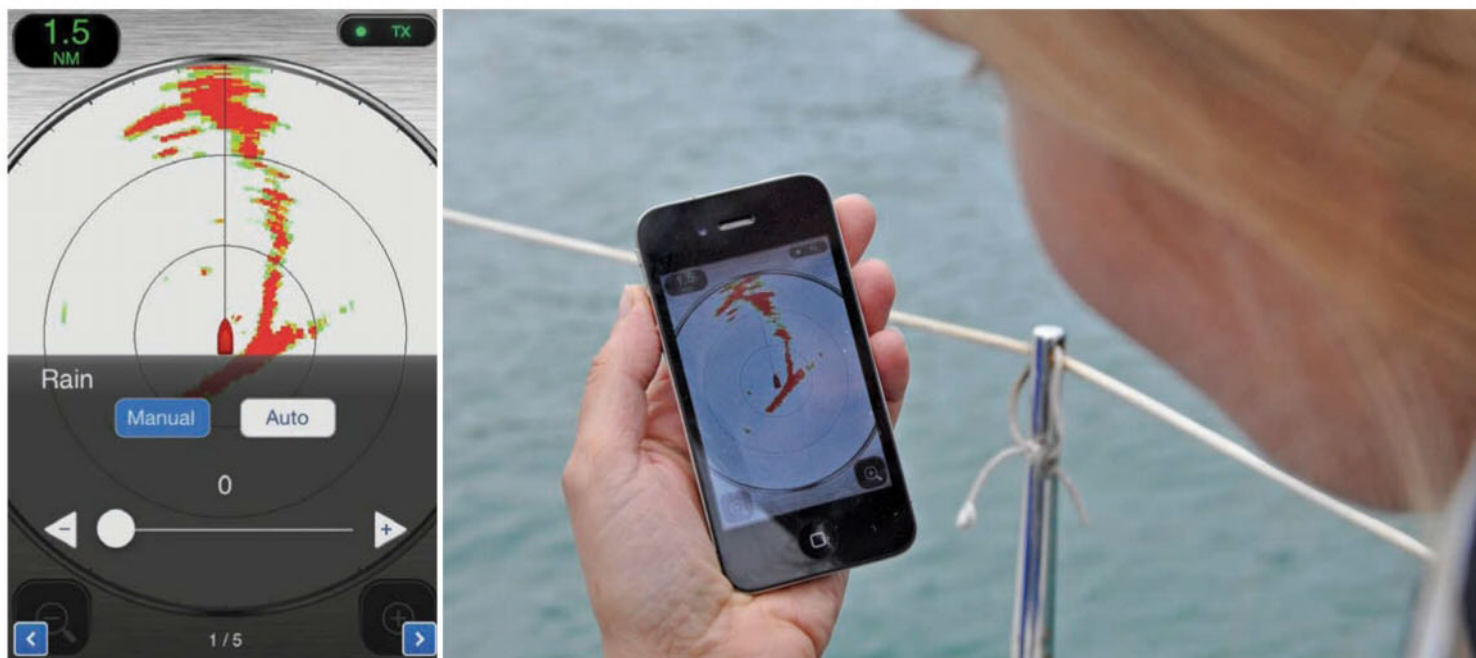
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# TEST TANK

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## Furuno DRS4W wireless radar

£999

If you don't have an iPhone or an iPad, turn away now. Because Furuno's latest radar package won't give you much joy without one. The DRS4W is basically a radar array with added Wi-Fi, that uses your Apple device in place of a traditional display. With only one wire to worry about, it's simple to set up: mount, connect to a power source and, well, use.

You need to have installed the Furuno DRS4W app on your device first (free from iTunes, not available on Android or Windows Phone). Then, simply locate your radar's Wi-Fi signal, connect to it and enter the key supplied by Furuno. Within seconds you're looking at the familiar rings of a radar display. Just tap the standby button on the screen and the unit powers up – wirelessly.

There is, of course, a limit to how much information you can display on a screen that's no more than 960 by 640 pixels. I found that increasing the 'echo stretch' produced a much more nuanced picture. Selecting 'multicolour' in the display menu helped differentiate between stronger and weaker echoes.

Detail was scant much beyond the 4nM zoom level. Drifting off the chalk cliffs in Swanage Bay, we got no more than a smudge of an echo for Hengjstbury Head (8nM away) or for the Needles (12nM to the east).

Radar technology has improved dramatically over the last 10 years or so, with a rash of new (and confusingly branded) technologies emerging. The term 'digital' covers anything that doesn't use a cathode ray tube display, while the terms 'broadband' and 'HD' refer to the amount of image processing the radar unit has to do to clean up the image.



**Above:** For our test, we made do with a perch on the boom for the radome

**Top left:** The user interface is intuitive and very 'Apple'

**Top right:** Resolution would have been better on an iPad



Furuno's DRS4W is clearly at the lower end of the sophistication spectrum. While it makes clever use of a 2.4GHz Wi-Fi signal to rope in your phone or iPad as a display, allowing you to walk anywhere on board and see the radar returns, it doesn't provide much image processing power. Nor does it allow you to wirelessly link the system in to any other existing on board instrument network, with its own multifunction display.

On the iPhone, you can't accurately measure the range and bearing of a target, and the system doesn't support Mini Automatic Radar Plotting Aid (MARPA), which is pretty much standard these days, and provides excellent collision avoidance data. In fact, this is really just the electronics behind the trusty old Furuno 1623.

In essence, then, this is a perfectly acceptable, budget-conscious radar set for the tech-savvy occasional user, or for those sticking to familiar local waters. Elegant, but of limited functionality. *SF*

**VERDICT:** ★★★★★

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



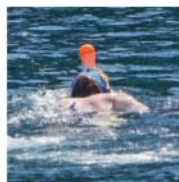
## Easybreathe snorkel

£35

Decathlon put a design team on this project for a year with a brief to completely re-engineer the snorkel and mask from first principles. The result, to my eyes, looks suspiciously like the sort of headgear sported by eccentric French musos Daft Punk.

The Tribord Easybreathe tries to tackle three common complaints from snorkelers: water entering the snorkel, condensation inside the mask and discomfort. By fitting over your whole face, it eliminates pinching around the nose and lip, although we found it was more susceptible to water ingress from trapped hair (and beards). Fit really is crucial for a good seal from the silicone skirt.

The float valve in the snorkel effectively stops water creeping into the tube, even when you dive underwater, and the array of valves and gaskets inside means that exhaled air is channelled away from the lens, while



**Above:** The snorkel has a distinctive orange proboscis, that seems to sprout from your head

**Above right:** Though pleasant to use, the rigid mask makes it impossible to equalise pressure by holding your nose when you dive



cooler inhaled air helps to clear any condensation that does form.

Does it work? Yes. Does it give a better view? Certainly. Does it make you look like an extra from a synthpop megaband? A little bit.

Oh, and it's no good for diving underwater, because there's no way to hold your nose to equalise pressure as you go down. *SF*

**VERDICT:** ★★★★★

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

## Skywatch Windoo 3

£80



This little bit of kit plugs into the microphone jack of a number of smartphones (various iOS and Android models) and provides real-time windspeed, temperature, atmospheric pressure and humidity readings on your screen.

The little cylinder is smaller than a cigarette lighter so easily pocketable and comes with a protective sleeve that really means you can carry this around without any concerns of breaking the instrumentation.

**Above:** It's smaller than a cigarette lighter and it turns your phone into a mini weather station

Once you have downloaded the required free app, using the device is a doddle. Simply plug into the microphone jack, open the app and start getting real-time information on screen. You can change the units measured and see a graph of data you have recorded since plugging it in – although I can't see people using it for anything other than a quick real-time glance.

If anything, the Windoo is a little overdesigned, with features I can't see myself using. But they're a 'nice to have' given that the unit size has not been compromised. The readings seem to be accurate enough for a small weather station, though the temperature indoors reads on the high side, which I put down to heat coming from my phone. *TH*

**VERDICT:** ★★★★★

[www.windoo.ch](http://www.windoo.ch)

## Zhik boots c£190

I tested these during a day of coaching youngsters, standing in a RIB – conditions usually conducive to cold feet. Although a reservoir in the UK is about as far removed from the Southern Ocean as you can get, the cold wind and torrential rain seemed determined to prove otherwise.

The boots feature an 'under/over' gator system where the bottom of your trousers go over the top of the boots, while an outside fabric tube pulls up over them. This system kept my feet bone-dry. Slightly less beneficial is the 'moon boot' styling. The kids I was coaching left me with no doubt as to how cool they considered them to be. Not very.

Although it adds little to the visual appeal, the rubber sole provides quite astonishing levels of grip. It will be interesting wearing them in warmer months to assess the breathability. *JG*

**VERDICT:** ★★★★★

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







### Fjord Troyer Jumper

This classic, striped, knitted Troyer jumper has a reassuringly nautical look to it and should keep you snug while you check on the boat in the yard.

- ▶ [www.marinepool.com](http://www.marinepool.com)
- ▶ £134.90



### MOB torch

Not many years ago, the chief variations between torches were in their power and battery life. Recently, however, the torch has got smarter. This 13.5cm-long offering from Exposure Marine knows when it has been thrown and automatically switches to strobe mode when it senses it is floating in the water. Saves valuable time in a MOB situation.

- ▶ [www.exposuremarine.com](http://www.exposuremarine.com)
- ▶ £180

# NEW GEAR

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

### Hydromax fuel cell

This new 150W fuel cell makes a number of promises for the power hungry cruiser. Principally, that it offers more power than its competitors at the same price (14 amps compared to 8 amps). It also runs on a mixture of salty water and apple acid - not volatile hydrogen.

- ▶ [www.dynad-hydromax.com](http://www.dynad-hydromax.com)
- ▶ c£2,392



### Flattens

Those who attended the Southampton Boat Show might have seen these new battens on display at a range of sail manufacturers' stands. The batten can roll up, but when unrolled it pops into a rigid shape thanks to its unique design. This allows it to be inserted into a roller-furling mainsail horizontally, controlling the leech shape more efficiently.

- ▶ [www.pf-technologies.com](http://www.pf-technologies.com)
- ▶ £Contact your sailmaker



### Fireproof paint

This paint called 'Firewall' aims to give sailors more time to put out a fire or evacuate a boat.

In recent trials, GRP painted with this withstood a direct flame (and a surface temperature of 1,040°C) in excess of 40 minutes. Available for wood and GRP.

- ▶ [www.marine16.co.uk](http://www.marine16.co.uk)
- ▶ £65 per lt (wood) £75 per lt (GRP)







### Bart's Bash merchandise

The biggest sailing event of the year (if not ever) has concluded but you can still donate money to the Andrew Simpson Sailing Foundation, or indeed help increase their charity coffers, by purchasing some of these spiffy Bart's Bash garments.

- ▶ [www.henrilloyd.com](http://www.henrilloyd.com)
- ▶ From £20

### Mastervolt wireless interface

This wireless interface from Mastervolt allows owners to control the boat's electrical systems from anywhere on board via an iPad app. The addition of a GPRS transmitter / receiver in future models will allow users to access their systems from home too.

- ▶ [www.mastervolt.co.uk](http://www.mastervolt.co.uk)
- ▶ c£897



### CAT smartphone

Here's a slightly unlikely launch from the famous manufacturer of earthmoving equipment. First there were Caterpillar shoes then clothing and now this waterproof and shockproof phone. It might not be the smallest smartphone on the market but then at least you won't need to add a bulky case to protect it.

- ▶ [www.amazon.co.uk](http://www.amazon.co.uk)
- ▶ £280

### Flexiteek 2G

Most readers of ST will have been on a boat with some Flexiteek on it at some point. But this second generation of the 'plastic teak' (hence the name 2G) absorbs much less heat than its ancestor and diffuses that heat more efficiently. So with this on your decks, you can avoid the hopping from foot-to-foot as the Caribbean sun heats your teak to toe-scorching temperatures.

- ▶ [www.flexiteek.com](http://www.flexiteek.com)
- ▶ Contact Flexiteek for a quote



### Rocna anchor without roll bar

Some owners struggle to accommodate anchor roll-bars on their bow. But this new anchor from Rocna offers a solution, since the omission of a roll-bar combined with a new shank profile ensures it has a snug fit on the bows of a range of vessels. Platforms, bowsprits, prods, stays and other protrusions are easily cleared.

- ▶ [www.rocna.com](http://www.rocna.com)
- ▶ ETBA





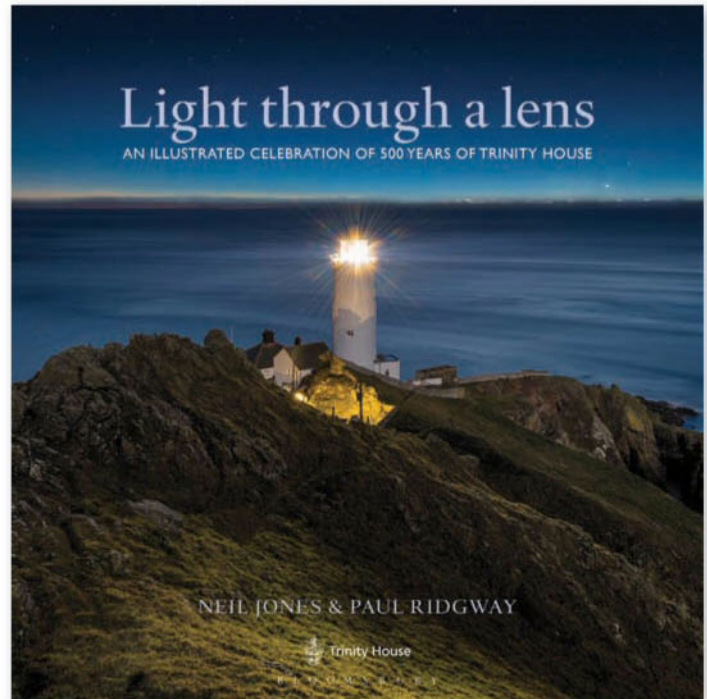
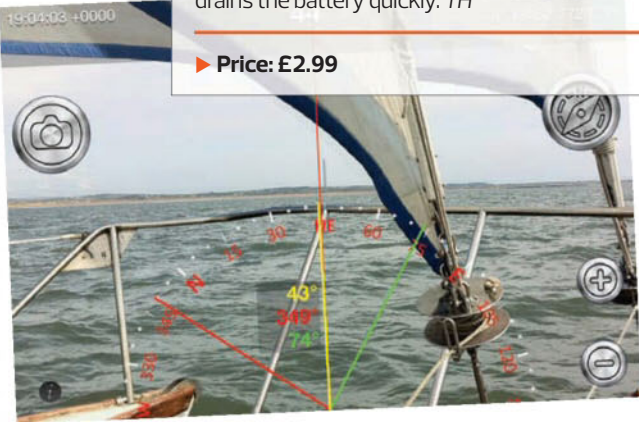
### Compass Eye

This app uses 'augmented reality' to allow users to accurately see which direction they are looking in by overlaying an active compass bearing on a smartphone or tablet's camera view.

This means users are able to hold a device in front of them, line the lubber line up with an object and get a bearing.

This is easily one of the most useful apps I have and I now use it often. My only qualm is the use of the camera and the full screen display means it drains the battery quickly. *TH*

► Price: £2.99



## Light through a lens

This is a slimmer alternative to Trinity House's other weighty 500th anniversary tome, *Light Upon the Waters*. And thanks to its straightforward chronology, it is also much more readily navigable.

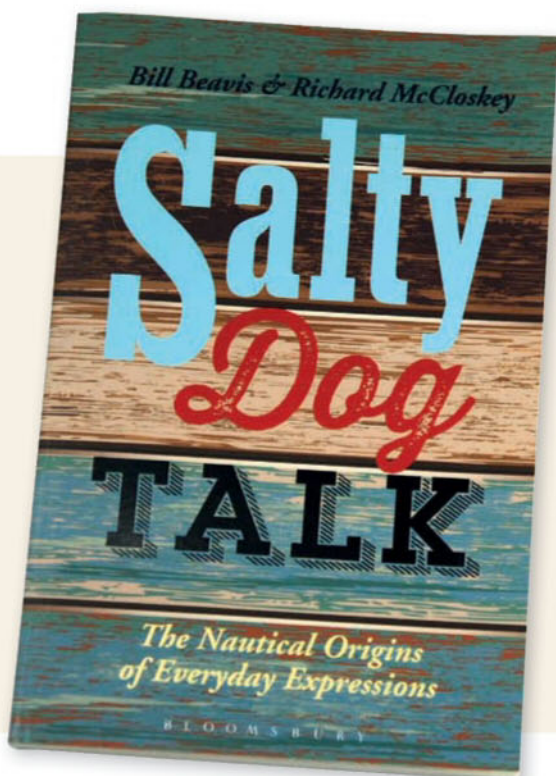
Through pictures and paintings, the story takes us from the origins of Trinity House in Henry VIII's reign, when it was established to regulate pilotage on the Thames as a countermeasure to the Scots and the Flemings and other foreigners who had been "suffered to learn... the secrets of the King's streams" for too long.

**Verdict:** Good coffee table reading, with the focus on big pictures with lengthy captions. Ideal for dipping into, but short on meaty detail. *SF*

► Publisher: Bloomsbury ► Author: Neil Jones and Paul Ridgway  
► Price: £20

# TIME OUT

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



## Salty Dog Talk

Sometimes interesting and sometimes infuriating, one feels the idea for providing the nautical etymology of common words and phrases may have been conceived and paid for before anyone thought to ask whether there was a whole book's worth of interest in there. Take, for example, 'Regatta: An Italian word, the correct spelling of which is regatta and it means a boat race'. It does expand beyond this, of course, but only to add the origins of racing in Italy by working sailors, these origins being the same the world over.

**Verdict:** A stocking filler of a book, which is fine and diverting in its own way, but of little long-term value, I fear. *TH*

► Publisher: Bloomsbury  
► Author: Bill Beavis and Richard McCloskey  
► Price: £8.99



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## DOWN TO THE WIRE

EVER WONDERED HOW THE COASTGUARD RESCUES SAILORS BY HELICOPTER? **MIRANDA DELMAR-MORGAN** FOUND OUT

**M**ayday! Mayday! Mayday! Every sailor hopes they'll never use these words, and mercifully, few of us ever will. RYA training courses pass lightly over the question of how to receive or evacuate someone via a coastguard helicopter, so we thought we'd watch a wire transfer drill and tell you how it's done.

When, or if, you ever have to put a Mayday call out, the coastguard initially assesses just how dire your situation is. If they believe a helicopter should be sent, they contact the Aeronautical Rescue Co-ordination Centre run at Kinloss, which will 'task' a chopper out to you. Contrary to general perceptions, coastguard helicopters are not actually based at coastguard stations. During the day it takes up to 15 minutes for a search and rescue (SAR) helicopter to get airborne, but during the night it can take 45 minutes.

Once it has you in its sights, the helicopter pilot will instruct you to switch to VHF Ch16. You will probably be asked to maintain your speed and heading if possible, on a course which keeps you free of the land, and this is best achieved with a moderate press of sail, preferably from your mainsail. Headsails should be firmly rolled up or dropped and

lashed, and loose sheets should be secured. Maintaining sail will help stabilise the boat and heel the masthead away from the helicopter. You may also be told to start the engine up.

The pilot then has the (highly skilled) job of gauging his height above you to keep the rotor blades clear of your rig (assuming it is still standing). It is easier for the pilot if the vessel in distress can keep some forward momentum because having to put the helicopter in to a stationary hover is more demanding on the engine and it has wind limits too.

The MCA helos carry four crew; captain, co-pilot, winch operator and winch crew. One will be a paramedic, and a second 'rear crew' is trained to Emergency Medical Technician standard. The winch operator will then lower a retrieving line. This line, which has weights on it, is for you to catch and to then drop the loose coils into the cockpit well or a bucket, gathering in the slack. It has a breaking strain of just under 150lb. Under no circumstances should you tie this line to the yacht – to do so would imperil the helicopter, hence having a weak link fitted in the line. Wear gloves and you'll avoid rope burn.

All the while, watch for gestures from the winch operator. The helicopter is close by, usually off your port quarter (the door of the helo is on

HM Coastguard uses a mix of civilian and ex-military air crew for search and rescue

### TEAM EFFORT

SAR operations include government departments, emergency services, voluntary services, the RNLI and other charities. The MoD provides SAR facilities for military operations and when necessary, the MoD facilities and Sea King helicopters are brought into action for civil use. This will change in April 2015 as the MCA moves to a new civilian contractor with 22 helicopters operating from 10 UK bases, including new ones at Newquay, Caernarfon, Humberside, St Athan, Inverness and Manston







the starboard side) and the noise is deafening. Sign language is the only way to communicate.

The winch crew will be lowered on a heavier cable by the winch operator. He/she will be trailing a grounding wire to discharge any static electricity generated by the helicopter into the sea. The crew will hang, as

*‘Maintaining sail will help stabilise the boat and heel the masthead away from the helicopter’*

gravity dictates, vertically and some distance off the vessel in distress. The pilot will do his/her best to close the yacht as is safely possible, but it is then the job of the yacht crew to pull the rescue crew towards the yacht and help to bring them over the guard rail into the cockpit. It can take considerable strength to pull them aboard. Meanwhile it is the helm’s job



**Step 1** A weighted retrieval line is lowered on board (the orange bags)



**Step 2** Crew take in the retrieval line and coil it in a bucket or the cockpit well

MORTEN ODDING



## COASTGUARD CHOPPERS

### Two types of helicopter are tasked with civil search and rescue missions in UK waters

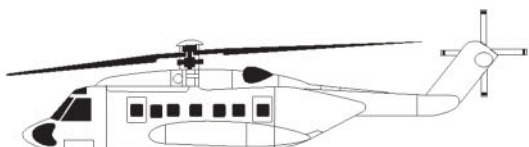
Each helicopter base has a team of 10 pilots and 10 rear crew in order to provide an all year round, 24hr service. The average cost of launching a helicopter, retrieving a casualty and getting them to a place of safety costs approximately £6,000 per hour depending on the helicopter type.



#### Augusta Westland AW139

**Length:** 13.7m  
**Wingspan:** 13.8m  
**Weight:** 6,400kg  
**Top speed:** 167 knots  
**Range:** 675nM

The Lee-on-Solent and Portland bases fly these. They have a duration of three hours, no wind limits, apart for the hover, and flotation systems on board.



#### Sikorsky S-92

**Length:** 17m  
**Wingspan:** 17m  
**Weight:** 12,020kg  
**Top speed:** 165 knots  
**Range:** 539nM

The MCA flies Sikorsky S-92s out of Stornoway and Sumburgh. They can fly for five hours as the rescue versions have extended-range fuel tanks.

not to get distracted by all of this and to concentrate on maintaining a constant speed and a steady heading.

This is all fine if you have a fit and well-crewed yacht, but it's infinitely more difficult if there are only two of you meaning one of you has to do all of the above single-handedly. If you are short-handed and not dismasted then keeping the jib raised, but the yacht hove-to, might work. The able-bodied person won't have to deal with flogging sails and the boat should forereach on a relatively steady track. The operation is made more difficult if the boat cannot make headway or is rolling heavily.

The winch crew, once on board, will clip the casualty to his/her harness, either in a secondary harness or a stretcher, and indicate a readiness for a lift up at the winch operator. They will then both be lifted together. Any yacht crew left in the cockpit should help as best they can, and pay out the retrieving line and weights until they clear the guard rails. Under extreme conditions the retrieving line may even be discarded by the helo crew.

Anyone left on board will then have to get themselves to a safe haven. If this can't happen, then no one will be left aboard by the helo crew. ⚓

#### WATCH THE MANOEUVRE

Helicopter training exercises take place with sailing school boats. RYA sea school Rubicon 3 videoed this one on *Hummingbird* – [www.rubicon3.co.uk](http://www.rubicon3.co.uk)



**Step 3** The helicopter crewman is lowered in and the crew should pull them aboard using the retrieval line



**Step 4** In some cases, a second crewman may be lowered onto the boat to assist



**Step 5** Crewman will take off any casualties one-by-one and boat crew should assist using the retrieval line

## HEAVING-TO

**It is worth** practising heaving-to and getting to know your boat. Certain headsails will work better than others. A big genoa will overpower the helm, and force the yacht to fall off, but a working jib, or partly furled genoa might achieve the right balance.

Try heaving-to for lunch one day to see how your boat behaves. Put her through a tack, but don't release the jib sheet. Having gone through the tack put the helm down again as though to tack back. The jib being sheeted to windward causes a press of canvas which will counterbalance the demand of the rudder. The yacht tries to respond to the rudder and go to windward and tack, but can't quite overcome the wrongly/windward sheeted jib and you should jog along 'fore-reaching' at half a knot or so, depending on the conditions.

Practice this with lesser or greater numbers of rolls on your headsail until you can get the boat balanced. This avoids the noise and panic of flogging sails and sheets and provides surprising stability. Long-keeled boats track better than those with fins and skegs.



TIM WOODCOCK / ALAMY

#### GET IN TOUCH

Have you ever seen a helicopter rescue?:



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## BRUNTONS AUTOPROP

### Maintenance

- ▶ Whenever you haul-out, give the Autoprop a high pressure wash before it can dry out. This will remove deposits that can make the blades stick if left to dry.
- ▶ After this, turn the blades by hand to ensure they are free moving, and 'rock' them to check that there is free movement in the bearing mechanism.
- ▶ If the Autoprop is left out of the water for any length of time, squirt a light lubricating oil into the bearings.
- ▶ The bearings should not need any adjustment for upwards of 1,000 engine hours. If there is more movement than normal in the blades, tighten the retaining cap.

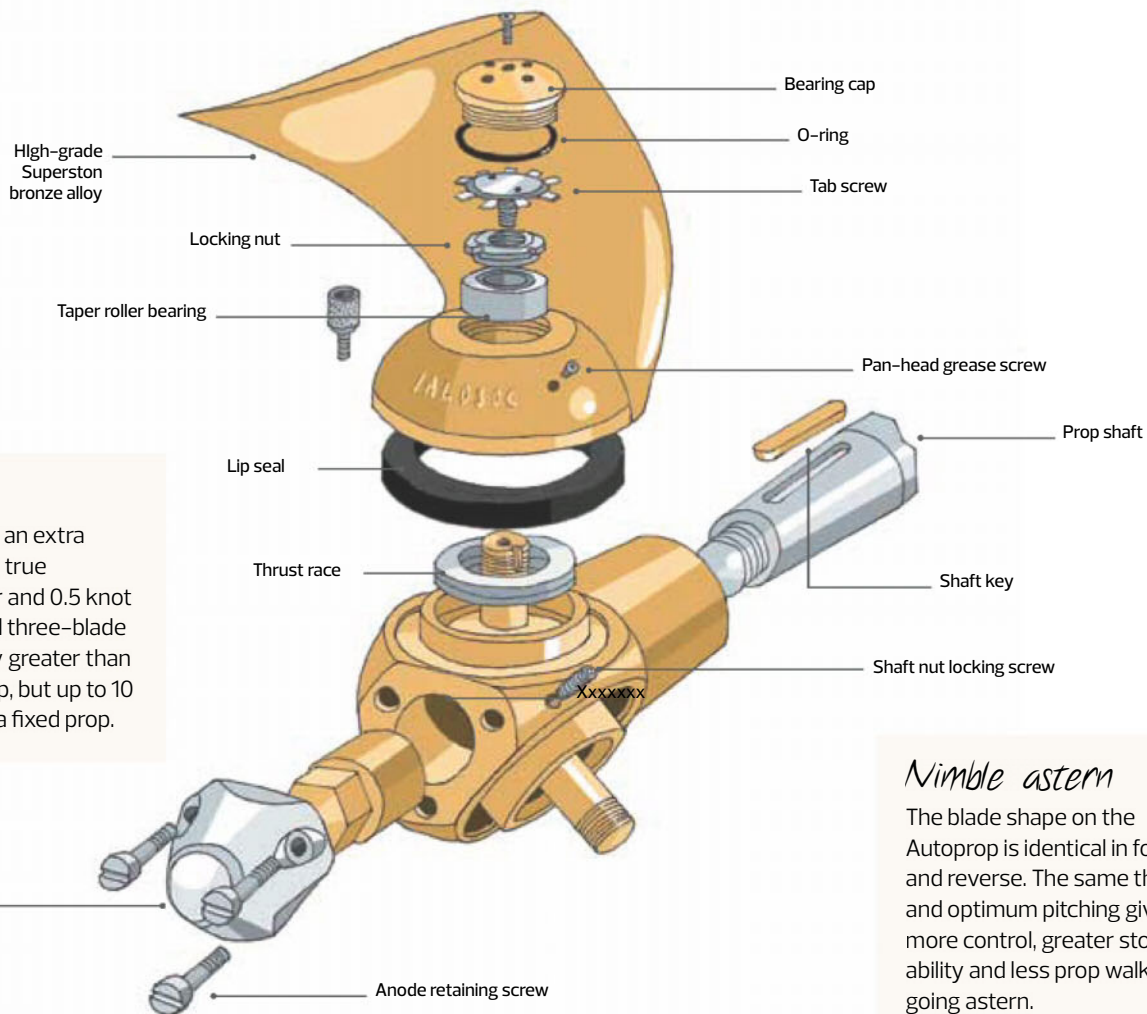
ILLUSTRATION PIERRE HERVE

Bruntons started out in agricultural engineering, and its entry into propeller manufacturing began in 1908 as a result of one of its apprentices taking an interest in them.

**Demand flourished for** propellers during the First World War helping the company to grow. Later in 1958, Bruntons joined forces with Stone Manganese Marine, manufacturers of the world's largest propellers for ships. This gave Bruntons access to a uniquely high level of specialist skills in metallurgy and marine technology.

At the same time, development of small, high-speed diesel engines required a more critical approach to the design of small ship's propellers, as they had to be accurately matched to specifications of engines and hulls for differing classes of vessel.

The Autoprop was first introduced to the European market in 1987.



### Performance

The Autoprop gives an extra knot compared to a true feathering propeller and 0.5 knot compared to a fixed three-blade prop. Drag is slightly greater than for a feathering prop, but up to 10 times less than for a fixed prop.

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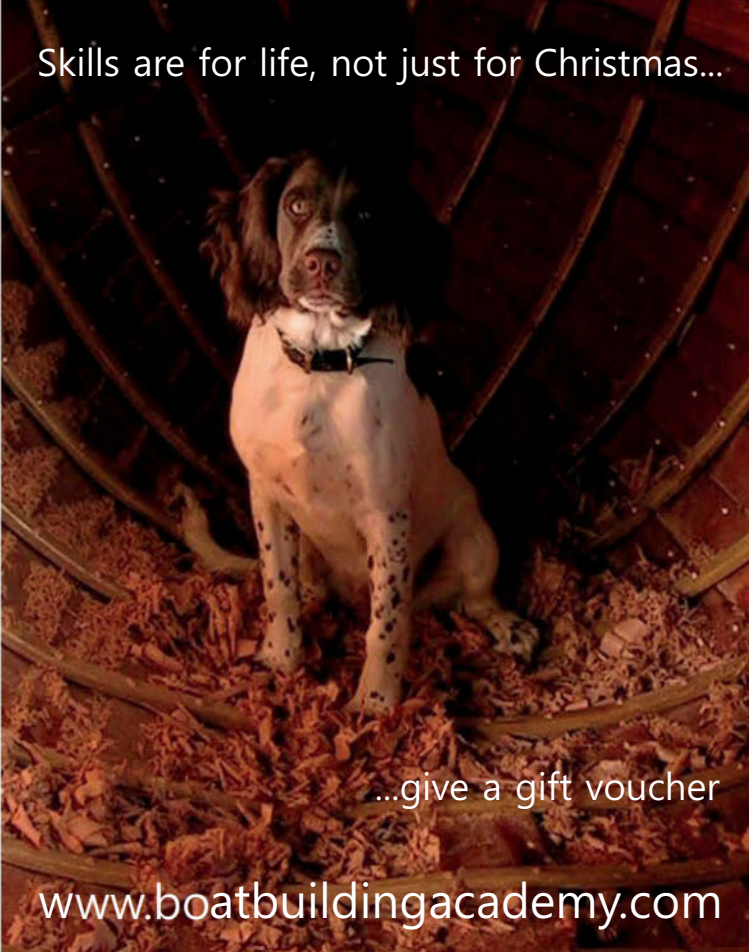
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# Riding Light



**COLIN JARMAN** RECKONS A KAYAK HAS A PLACE ON A CRUISING YACHT, WHILE A STAND-UP PADDLEBOARD DOES NOT; AND HE DEPLORES THE WEARING OF 'PANTS' ON TOP

## Up creek with paddle

Have you noticed the rapidly increasing number of people apparently standing on the surface of the water using a long paddle to move about? It's a fast-developing sport known as paddleboarding that requires either a level of faith that is rare indeed, or a sometimes unseen, wider than normal surfboard to stand on. These boards are easily lost behind even the smallest waves, hence the appearance of 'walking on water'.

On a quiet evening with virtually flat water, it's an appealing way of exploring little waterways that any boat would be too deep to float in. However, if there's any sort of breeze or a bit of a lop on the water, it must tax your powers of balance and, if the wind picks up enough to create waves, then it must surely be time to come ashore. Well, that depends upon your skill level. If you do a quick search on *YouTube* you will find quite startling footage of blond, bronzed, 20- or 30-somethings surfing on Tahiti's enormous rolling breakers. I'm absolutely certain I couldn't do it; apart from drowning, I'd probably be scared to death, but they do make it look pretty exciting – at least as a spectator sport.

Perhaps a more practical means of exploring creeks and backwaters, into which your cruiser cannot venture, being 'constrained by draught', would be a kayak. They are becoming quite a common sight on long-term cruising yachts. Much to my horror, my nephew has used a sit-in model to cross the Tasman Sea and frequently uses an inflatable kayak for travelling down rivers in Tasmania, where rapids are common and popping over a waterfall is all in a day's paddling.

But back to more staid uses of these craft. As my photo shows, they are light, fairly compact, easily driven and draw but a few inches, allowing you to explore all sorts of intriguing backwaters and muddy waterways. It really does look like a lot of fun and would clearly be good exercise for anyone feeling cooped up on a family holiday.

You may need a largish mother ship in order to carry a rigid kayak on deck, but modern cruisers are big and have plenty of deck space. I think I would still prefer a little sailing tender, which could easily be sculled in the

shallows with the daggerboard up, but I can certainly see the attraction of kayaks. Paddleboards might be a step too far though.



GUY FOAN

*'Paddling quietly can take you to magical places and give close-up views of wildlife'*

## Useful not essential

Boat show launches are always accompanied by an outpouring of PR hyperbole, which tells us that everything is 'stunning' or 'essential', or Americanisms roar in across the Atlantic and a British company offers us a 'pant' – just how many one-legged sailors are there?

I don't mind companies 'talking up' their products or their new boats, but please, they are not stunning (unless you gybe while standing up) and they are not essential. For the most part we have been managing quite happily without a particular gismo for years.

If you sail prudently, taking sensible safety precautions, remembering the basics of navigation and pilotage, as well as practising sound seamanship, you will be fine, whatever equipment your boat carries or does not carry. If you sail without due caution, forget the basics of position finding and recording, ignore weather warnings or press on when you shouldn't, you will end up in trouble.

Think about it. What new-fangled piece of equipment would actually help you to improve the quality of your sailing life? Buy these with your hard-earned, post-tax savings and ignore those that are not for you. A radar would be ridiculous on my boat, but an echo sounder is quite another story. I don't need a horseshoe lifebuoy when I sail alone; no one's going to throw it to me. A spare spark plug for the outboard and a decent bilge pump may sound boring, but could be real safety aids.

Don't get me wrong, I'm not just being sour and grumpy. New boats are always interesting and much new gear and equipment is excellent. Just don't tell me I can't do without something that I clearly can. And please wear your pants underneath your trousers!

## YOUR VIEW

Carry a kayak or canoe on board? Then show us your pics:

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





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### **Beneteau Oceanis 440**

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**



### **Island Packet 440**

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

**£285,000**



### **Moody 425**

1990 Year Model, Blue Water Cruiser, Thornycroft (2003) 55 hp Diesel Engine, Deep Fin & Skeg Keel, Wheel Steering, Slab Reefed Mainsail, Eight Berths in Four Cabins, Stowe Tri Data Instruments, Raymarine C90W Chart Plotter with Integrated Digital HD Radar, Raymarine Si4000+ Autopilot, Electric Anchor Windlass and CopperCoat. Lying Eastbourne

**£75,000**



### **Oyster 435**

1990 Year Model, Cutter Rigged Blue Water Cruiser, Volvo D255 63 hp Diesel (2002) Engine, Fin Keel, Wheel Steering, Fully Battened Mainsail, Eight Berths in Three Cabins, Fully Electronics, Autopilot, Bow Thruster & Electric Windlass. Lying Eastbourne

**£137,500**



### **Beneteau Oceanis 34**

2011 Year Model, Yanmar 29 hp Diesel Engine, Deep Fin Keel, Wheel Steering, In-Mast Mainsail, Elegance Trim, Electronics Pack, Simrad Autopilot, Electric Anchor Windlass, Sidepower SE40 Bow Thruster, Assymetric Spinnaker Rigging, Full Camper Cockpit Cover, Webasto Cabin Heating & CopperCoat. Lying Eastbourne

**£89,950**



### **Beneteau Oceanis 37**

2008 Year Model, Yanmar 23 hp Diesel Engine, Fin Keel, Wheel Steering, Slab Reefed Mainsail, Three Cabin Configuration, Raymarine C80 GPS Chart Plotter & Integrated Radar, Raymarine Tri Data Instruments, Echosounder, Icom Dual Station VHF Radios, Electric Windlass, Eberspacher D4 Cabin Heating and Cruising Chute. Lying Eastbourne

**£89,000**



### **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 assymetric spinnaker. Lying Eastbourne.

**£14,500**



### **Hanse 371**

2003 Year Model, Volvo Penta 29hp Sail Drive Diesel Engine, Deep Fin Keel, Wheel Steering, Self-Tacking Foresail, Slab Reefed Mainsail, Owner's Two Cabin Configuration, Simrad Tri Data Instruments, Simrad CR44 Chart Plotter with integrated Radar, Simrad DSC VHF Radio and Electric Anchor Windlass. Lying Eastbourne

**£64,950**



### **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**



### **Scanyacht 290 Voyager**

2001 Year Model, Yanmar 27hp Diesel Engine, Long Keel, Slab Reefed Mainsail, Wheelhouse Steering or Tiller in Cockpit, Five Berths, Raymarine Tri Data Instruments, Raymarine Chart Plotter, Raymarine ST5000 Auto-Pilot, Simrad RD68 DSC VHF Radio, Electric Anchor Windlass and Wind Generator. Lying Eastbourne

**£49,950**



### **Icelander 43**

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

**£71,500**



### **Hanse 341**

2002 Year Model, Owner's Configuration with 2 Double Cabins, Deep Fin Keel, Tiller Steering, Slab Reefed Mainsail, Self-Tacking Jib, Asymmetric Cruising Chute, Powered by a Volvo Penta MD2020 Sail Drive 18hp Engine, Simrad Tri Data, Tiller Auto Pilot, Electric Windlass and Webasto Heating. Lying Eastbourne

**£49,995**



### **Moody Carbineer 44**

1972 Year Model, Deck Saloon, Ketch Rig, Wheel Steering, Long keel, Hull Epoxy Treated 1993, Perkins 120hp Diesel Engine, 6 Berths in 3 Cabins, Yeoman Chart Plotter, Raymarine Radar, Raymarine Bi Data Instruments & Auto-Pilot, Vetus Bow Thruster & Electric Windlass. Lying Lanzarote.

**£98,000**



### **Westerly Longbow**

1975 Year Model, Volvo Penta (2001) 30 hp Diesel Engine, Shallow Fin Keel, Wheel Steering, Fully Battened Mainsail & Lazy Jacks, New Standing Rigging in 2011, Raymarine Tri Data Instruments, Echosounder & Wind Instrument, Garmin GPS Map 450, Garmin 300 AIS Receiver and Navtex. Lying Eastbourne

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# Django Unchained

Sam Fortescue runs riot in a  
Brittany-built mini-cruiser

Sometimes you step onto a boat and you just know you're going to have a lot of fun sailing her. Regular readers won't be surprised to read that I fell for this sporty but diminutive cruiser, which is drawn by exactly the same naval architect as the Malango 8.88 (see ST211).

Pierre Rolland was asked to produce a boat that would be fast but stable, and flexible enough to cruise offshore and dry out. The boat is actually based on the 6.5m Mini Transat class, but she has been stretched by 20cm, the boom raised 30cm for better headroom and the mast extended by 50cm.

Like the larger Malango, she has a marked chine, plumb bows, an open transom and twin rudders. She is built in Concarneau (in a shed adjoining that belonging to Malango builder IDBMarine) using vacuum infusion technology and a foam core, making her 'unsinkable'. And also like the Malango, she skips over the waves like a randy fulmar.

I interviewed her builder, Luc Le Pape of Marée Haute, at a 30° angle, scooting upwind. I was supposed to be helming the boat, but just as Luc had promised, she beat hard to windward without a hand on the tiller – we made noble progress in this way for about five minutes,

reeling off an easy 6 knots in around 12 knots of wind. It was ample proof of Luc's claim that she was easy to handle with a young family aboard.

And yet the boat has clocked up to 17 knots on a blustery reach. "She's easy up to about 12 knots speed," Luc said. "Even in 30 knots of wind, she's not a scary boat to sail."

Sail controls are pretty straightforward – with the mainsheet spanning the transom on a curved metal track. My only niggle here was that the traveller is on a line that prevents it from being adjusted at all to windward – though with its responsive dinghy-like rig, this is less of a problem than it would be on a larger yacht.

Our boat had running backstays, which was a pain to manoeuvre for a clumsy cruising sailor like me. Get it wrong in a blow and you can lose the rig heading downwind. But for everyday sailing it's not a concern – just an obstacle for the boom when you want to sheet out.

We flew the asymmetric for a lightning run back towards Concarneau as the clouds gathered. At this small scale, it was easy to hoist, douse and trim, and it added several knots to our pace. All of a sudden the boat seemed to be more flying than sailing.

At speed, I found her a little jumpy on the helm – the slightest input

With running backstays and a retractable bowsprit, the Django 6.70 is a sporty boat to sail



caused the boat to lurch. The sail was much more sensitive to poor helming (mine) than on the larger Malango. Indeed, we broached a few times – annoying but harmless.

Standard instruments are wireless Tacktick units. There is a plotter option, but Luc uses an elegant Wi-Fi set-up to beam data to a tablet.

### The simple life

Below, the boat is all bright white gelcoat and foam upholstery. She's as basic as you'd expect from a 22ft (6.7m) boat, but well thought out. A couple can sleep under the foredeck in the forepeak, where the depth is 2m. There's another berth to port and starboard in the main saloon – four in all. A nice design touch is the removable back rest which transforms the saloon berth into a seat. And on the lift keel version, a removable table can be fixed via an arm and clamp to stainless steel tubing around the lift keel.

A small sink and single burner hob is located in a cabinet to port, while to starboard is the radio, VHF and the electrics, with room for storing charts on top. A chemical loo is nestled ahead of the sink, although some have replaced this with a proper sea heads. There is tankage for 40lt of pressurised fresh water. Along with ample lockers and stowage, it's a simple but workable set-up.

What occupies most of the space below, or so it seems, is the rig for raising the 1.6m T-keel. Even with the 4:1 purchase from blocks, it's a hearty wind from the halyard winch on the coachroof. Several minutes of work will raise the keel a metre up the



**Above:** At 140° off the wind, she flies along at eight knots

**Above right:** A 6hp outboard is more than enough

**Below:** With the fixed keel version, a table replaces the keel box and lifting guides



*'Her chief joy is her liveliness on the water and her ability to take you anywhere'*

stainless steel guides. There's what seems to me a slim 10cm of keel box between the water level and the open cabin, but Luc says this has never been a problem as you wait to ground the boat, even in a roly anchorage.

Balanced on its two strong, stubby rudders and the bulb of the raised keel, the boat will happily take a sandy or a muddy bottom, extending your cruising in areas with high tidal ranges. Lifting the keel cuts the draught to a mere 60cm, meaning that you could almost beat the motorboats out over the marina sill. ⚓



### VERDICT

**You won't see** many of these (or her larger sisters) in the Med. The Django is a quintessentially northern European boat, at home among the rocks and beaches of Brittany and the grey waters of the Channel. She is ludicrously good fun to sail and flexible enough to accommodate four for an (intimate) weekend or longer cruise. Her chief joy is her liveliness on the water and her ability to take you anywhere along the coast. She's a little pricey by production boat standards, but you're paying for a craft perfectly adapted to her environment.

**PERFORMANCE:** ★★★★★

**ACCOMMODATION:** ★★★★★

**LOOKS:** ★★★★★

### DJANGO 6.70

**LOA:** 22ft (6.7m)

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

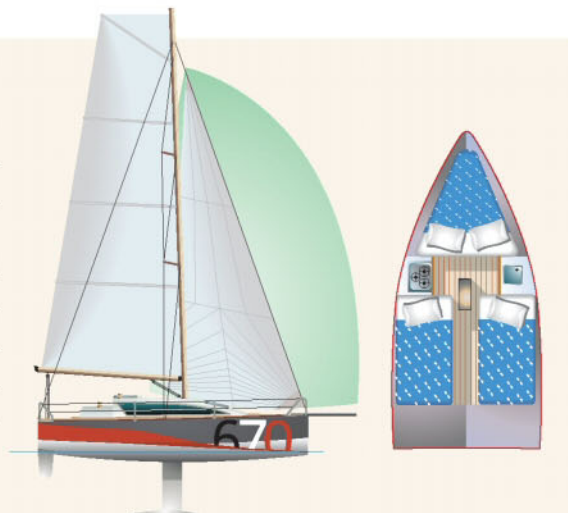
**Draught up/down:** 2ft/5ft 3in (60cm/1.6m)

**Sail area:** 355–400sqft (33–37m<sup>2</sup>)

**Price:** c£47,950 (€61,250)

**Builder:** Marée Haute

**Contact:** www.mareehaute.fr







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**M**ake no bones about it, the summer just gone has been a belter for UK-based yachtsmen. Many of us are already looking eagerly ahead to next spring and rubbing our hands together at the prospect of going cruising once again. Meanwhile, the hardy few who have opted to keep sailing throughout the winter will probably simply be rubbing their hands together. Let's face facts; winter sailing in the UK is tough and most simply admit defeat

*'Others will eye you with envy as you sail on a crisp winter's day'*

and accept that they have to lay their yacht up. This means that for almost half the year your boat is inactive. So what are the options to ensure you get the most sailing for your money during the winter lay off?

## Winter afloat?

As already mentioned, one option is to simply tough it out and carry on sailing. You may occasionally end up questioning your sanity, but there will be a handful of days when others will eye you with a certain envy as you sail out on a crisp, crystal clear winter's day and are free to explore all those often overcrowded anchorages in splendid isolation.

The decision to keep your boat afloat can also prove an economical one, as, with space ashore at a premium, many marinas offer significant savings on berths afloat. As an example picked at random, Emsworth Yacht Harbour in Chichester Harbour charges £85/m for six months afloat during the winter months and £127/m ashore. Even though the storage fee ashore includes lift out, scrub off and re-launch in the spring, there is still a saving to be made.

## Winter deals

When space ashore is at a premium, some marinas offer attractive deals for owners who are prepared to stay afloat during the winter

# SNOW WORRIES

ARE YOU GETTING A GOOD DEAL ON WINTER STORAGE, ASKS **SAM JEFFERSON**, AND IS THERE AN ALTERNATIVE?

Aside from giving you the freedom to sail your boat on clement days, keeping your yacht afloat all year shouldn't do any great harm provided you keep an eye on her. Weed growth on the hull is minimal during the winter months and you are often much more inclined to pay more attention to your boat if she is sitting in a snug marina berth, rather than looking rather bleak on the hard.

Jonathan Millar stored his yacht afloat in Emsworth and was able to make significant savings, as he explained: "I really didn't want to do much work on my yacht until the spring, so I was delighted when Emsworth said that they could







**Above:** With little work to do, a lift and short storage is an option

**Above right:** Otherwise it's into the cradle so the jobs can start

your boat back in, however, there are also savings to be made.

As an example, MDL Marinas, which owns a number of marinas along the south coast, offers discounts at a number of their locations to customers who lift out, repair and then drop back in sharpish. Thus, if you take up their six weeks ashore package, you get a cheap storage rate combined with a 20 per cent discount on lift out, block off, scrub down and re-launch. Others offer a month on hard standing for free to their annual berth holders.

Simply put, if you can shop around, you will often be rewarded, but keep an eye on the cost of lift out and re-launch, as this is sometimes overlooked and plenty of marinas will throw these services in for free. If they don't, you can do no harm by asking them.

We all know that marinas away from the south coast will usually be cheaper and the same rule of thumb applies to winter storage. An excellent tactic for the dedicated cruiser is to position the yacht strategically for the following year's planned sailing.

Dorset-based sailors Jane and James Ellis used this ploy very successfully, as Jane explains:

"We spent several years cruising the west coast of Scotland and rather than bring the yacht all the way back

discount the storage of my yacht if I kept her afloat. This meant that it was a pleasure to go down to the yacht, make a brew and just relax aboard her of a weekend. We even took her out a couple of times.

"Come the spring, we lifted her out for a couple of weeks and just blitzed all the work in one go. It worked very well."

## Winter ashore?

Of course, for some, the only place to store a boat is on the hard and if you have maintenance issues – let's face it most yachts do – it may well be a necessity. If you don't mind getting the work done quickly and dropping

## WINTER COSTS AT A GLANCE

per month, based on a 40ft sloop

**UK storage ashore:** £125 (Port Dinorwic) to £370 (Largs)

**UK winter berth:** £221 (Emsworth) to £325 (Port Dinorwic)

**Med storage:** Limited – £337 (Port Napoleon)

**Med berth:** from £302 (Preveza) to £528 (Port Napoleon)

**Caribbean berth:** £220 (Panama)



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down to Dorset, we opted to lay her up in Conwy, North Wales.

"Not only was this far cheaper than storage in Poole, but it also meant that the boat was perfectly positioned for us to resume our cruising the following spring.

"It was a bit of a pain fitting her out, but we had family in the area, so it was a good excuse to go there and the yacht provided a good base."



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# Christmas in Turkey?



**Chris and Marion Morgan** keep their Lipari 40 catamaran *Katmazu* in Marmaris, Turkey over winter. Chris explains: "At the end of a summer of cruising we have always found southern Turkey the most convenient place to keep a yacht. For one thing, berthing fees are reasonably cheap and of sufficient quality that you feel confident that if you leave your boat for a couple of months, it will still be in one piece when you get back.

"Another big advantage is the climate. Everywhere in the Med gets cold in the middle of winter, but in southern Turkey, the winter is that bit shorter. You can extend your season and when spring comes and you need to do a bit of work on your boat, the weather is that bit more pleasant. The marina also has all the facilities we need and there are plenty of skilled workmen.

"On top of that, the area around Marmaris is a great cruising ground."



RUTH HARTNUP

## Winter abroad?

If you are going to take that tactic to its logical conclusion, the solution is to store your boat abroad.

Depending on where you go, you can either seriously extend your sailing season, or simply carry on indefinitely. Port Napoleon at the mouth of the Rhone is a good value favourite with yachtsmen planning to exit or enter the French canals the following season, although it is a deathly bleak place when the Mistral starts to howl.

Realistically if you are keeping your boat in the Mediterranean and want to carry on sailing until late October, even November, you're best to ensure you are well south, with Greece and Turkey both sound options. The Ionian is a favourite with Preveza, Nidri and Lefkas Town all providing good storage options for when the season is finally over. Flights to airports like Preveza in

Greece or Dalaman in Turkey during the shoulder season are also very cheap, although after October the frequency drops off until the spring. Bear in mind, though, that even the likes of Turkey and Greece can be pretty bleak and freezing cold by late December (snow is a possibility).

If you want to avoid the winter altogether, you really need to head across the pond – or at least part of the way. For some, this will just be a dream, but the Atlantic Ocean (see crossing routes on pp30-31) lies on our doorstep and there are many places out there where one can store a yacht at a better rate than in the UK – and extend your cruising season indefinitely at the same time.

The traditional stop off points usually charge a bit of a premium – Gibraltar, Las Palmas in the Canaries or Simpson Bay in Sint Maarten.

The plus side is that all of these popular stop-offs are well set up and

### TURKEY'S CLIMATE

Average temperature and rainfall make for short, wet winters

Oct: 20°C, 40mm

Nov: 15°C, 93mm

Dec: 12°C, 146mm

Jan: 10°C, 82mm

Feb: 10°C, 76mm

Mar: 13°C, 60mm

April: 16°C, 46mm

have all the infrastructure required to keep your yacht in the style it's accustomed to. If you are willing to step off the beaten track, then there are bargains to be had along the trail. Delve into the Caribbean for example, and a marina such as Bocas Marina on the Caribbean coast of Panama charges around £220 per month to keep a 40ft yacht alongside its well appointed pontoons. The trade-off is accessibility and a lack of local infrastructure. It's also worth bearing in mind that the tropical climate of the Caribbean can also be incredibly unkind on a vessel. ♦

**SAM JEFFERSON** is a former deputy editor of ST and now leads an itinerant boaty lifestyle



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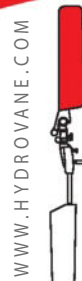
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# Dispatches

ST LUCIA | SONIC BOOM



**I celebrated six months at sea with a sail, at top speeds in strong winds, from Martinique to St Lucia. Big waves made it a bouncy ride and inside, the boat looked like a washing machine.**

Everyone else seemed to be reefed, but I just hung on and made Rodney Bay in eight hours. I went to the famous Gros Islet jump-up – a wild Friday night street party with loud music and dancing – mainly wining and twerking (or doggy-style dancing, as someone translated it). Barbecues and bars lined one street, which had a stage for live music at the end. There was a parade with dancers, moko jumbies (stilt walkers), fire breathers and weird monsters wearing masks. It was like a scene from *Live and Let Die*.

I stayed for the St Lucia jazz festival then sailed to Marigot Bay – a beautiful marina set in a natural mangrove lagoon, for more jazz at the Rainforest Hideaway. That night, my camera, phone and all of my boxer shorts were stolen. I reported it to the police and when they took a water taxi to come to my boat, I asked them why they didn't have their own boat. It had been stolen too, they said. 📍



## SONIC BOOM

Elizabethan 31

LOA: 31ft (9.4m)

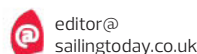
Beam: 9ft 4in (2.8m)

Draught: 4ft 8in (1.4m)

Year built: 1969

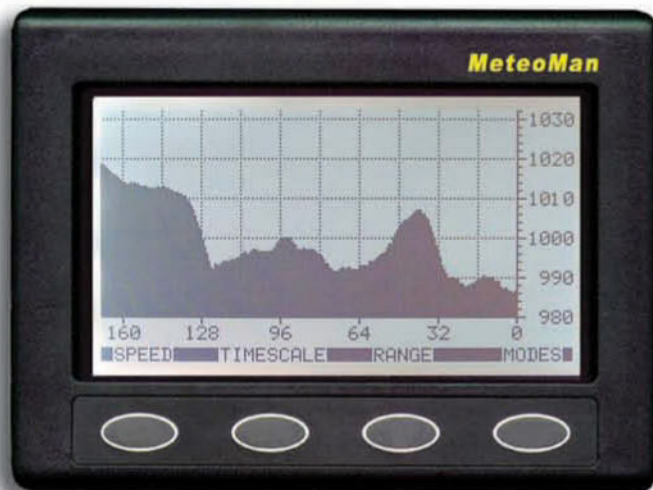
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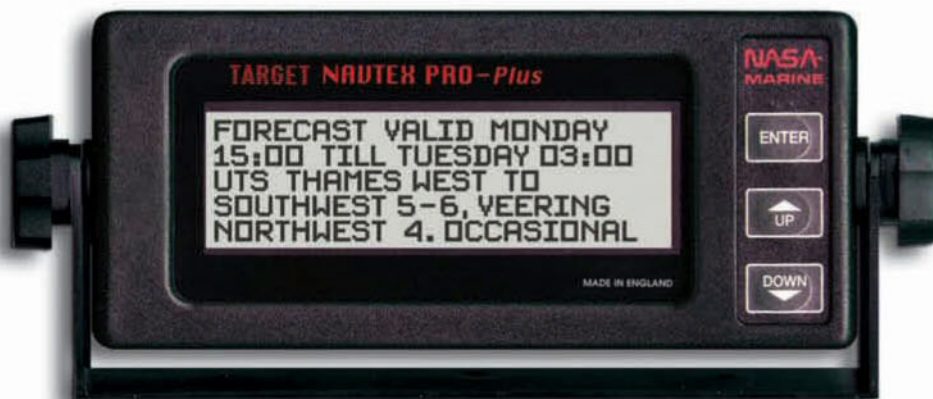
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