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Skipper's View

WE'RE PROUD TO BE CELEBRATING OUR 200TH ISSUE, SO WE'RE ASKING YOU TO CHOOSE THE BEST BOAT WE'VE EVER FEATURED



TWO HUNDRED ISSUES – It's a big deal for us and for *Sailing Today*.

We're still the "new" sailing title, by comparison with some of our competitors, but in our 200 issues we've filled some 26,000 pages and written over 8 million words. The highlights are in a special feature that starts on p20 – how many do you remember?

Since Philip Dunn wrote *ST*'s first editor's letter in issue one, we've rigorously tested more than 320 boats and we're still known for writing incisive, independent boat tests. Of course, we would never have reached our 200th issue in such fine shape if it weren't for the loyalty and support of our readers. To mark the occasion, we're asking you all to log on to www.sailingtoday.co.uk and take part in our Great Boat Vote.

Choose your favourite from the list of the 200 new boats we've reviewed since we launched in May 1997 – from Westerlys and Sadlers to Discoverys and Beneteaus. We'll take your votes, crunch the numbers and announce *ST* readers' favourite boat after Christmas.

If that doesn't keep you busy for long, now the UK boating season has mostly drawn to a close, there's plenty to get your teeth into between these pages. Follow the inspiring tale of David Matelicani, who is idly exploring the coast between Brazil and Trinidad – in a 23ft (7m) Yarmouth. Or read our test of the fast and pretty Dehler 38, whose new owners were aboard for the experience.

If you're thinking about extended cruising, don't miss our mammoth nine-unit wind generator test on pp56–65. It's our biggest group test for ages and full of vital info if you want to get away from the crowds without the batteries running flat. Jake Kavanagh has plenty more tips in his piece about self-refuelling yachts (pp84–87). And finally, read Lin Pardey's advice on heaving-to on pp72–75.

Except for a few hardy and intrepid souls who leave their pride and joy on the mooring or the pontoon for the winter, most of us have been busy hauling out. *Summer Song* is staying on the mooring a little longer this year, in the hope of a last fine weekend, but by mid-November she'll be snug in a cosy cradle. My thoughts have already started to turn to the winter job list, and the little packages are beginning to arrive from chandlers and suppliers.

Sam Fortescue, managing editor

Sam



www.facebook.com/SailingToday



www.twitter.com/SailingTodayMag



editor@
sailingtoday.co.uk

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SAM PEARCE

ED DUBOIS is a leading naval architect, whose boats run from Westerlys to superyachts



DAVID MATELICANI got into sailing at the age of six, and has crossed the Atlantic in a 23-footer



LIN PARDEY has been sailing for four decades, co-writing *Storm Tactics* with husband Larry

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JOE MCCARTHY



Middle Sea

Photo by Kurt Arrigo

Under the ramparts of Valetta, Russia's *Knyaz* sets off on the Coastal Race with Croatian-owned *Dustom*, a Salona 37, blowing out her spinnaker astern. The race is the curtain-raiser for the Rolex Middle Sea Race, which takes yachts anticlockwise around Sicily. In the course of 606nM, crews pass the steaming crater of Stromboli and through the fearsome Strait of Messina. Germany's *Maxi Morning Glory* took line honours in 2 days 16 hours.



Ebb and flow

EVENTS | GOSSIP | NEWS FROM THE SAILING COMMUNITY

TRANSATLANTIC TRAFFIC



Puerto Calero, the port from which the new RORC Transatlantic race will start

A RECENT EXPLOSION of transatlantic rallies, all offering various routes, styles and timing differences, is to continue, as the Royal Ocean Racing Club (RORC) has announced a race across the Atlantic starting in 2014.

The RORC Transatlantic Race will set off from Lanzarote, Canary Islands, and finish somewhere in the Caribbean – though an actual finish destination is yet to be confirmed. The 2,800nm

east-to-west race will act as a feeder for yachts participating in the 2015 RORC Caribbean 600, held annually in February from Antigua.

“In the past [we have] been involved with the Atlantic Rally for Cruisers (ARC) who have a racing division, but with increasing interest in the RORC Caribbean 600 every February, the number and quality of serious race boats making the crossing has required a specialist RORC

event,” explained RORC Commodore, Mike Greville.

It is expected that the racecourse will meander throughout the Canary Islands at the start, before venturing into the Atlantic.

The RORC Transatlantic Race is due to depart on 29 November 2014, just one week after the ARC departs Las Palmas.

Flares follow-up

IN LAST MONTH'S news pages we reported on advice sent out by the RYA regarding Electronic Visual Display Signals (EVDS / laser flares). This month sees the RYA go one step further, calling for the Maritime and Coastguard Agency (MCA) to review the carriage requirement for pyrotechnic flares. The association is also calling for

recognition that modern technologies are now suitable for distress alerting and locating.

“In today’s modern age, there is no compelling case to support the mandatory requirement of flares as a

practical and useful method of initiating a distress alert and location,” commented RYA cruising manager, Stuart Carruthers.

“The RYA has been shown no persuasive evidence flares have search and rescue benefits that cannot be provided by modern technology.”



Pirates still active

The EU Naval Force in Somalia is strongly advising recreational boaters to keep avoiding the danger areas of the southern Red Sea, Gulf of Aden and western Indian Ocean, following recent attempts by pirates to board a fully laden supertanker.

The tanker was attacked by eight armed men some 230 miles from the Somali coast on 11 October, although the pirates were thwarted by the on board armed security team. In a similar incident, two skiffs in the same area approached a large fishing vessel, but backed off when the crew fired warning shots.

The Royal Navy believes that a similar attack on a vessel not able to protect itself, such as a sailing yacht or pleasure-craft, would have resulted in the vessel being pirated and the crew taken for ransom. Although piracy levels have dropped in the past 18 months, all sailing yachts under their own passage are highly recommended to remain out of the high-risk area.

This advice has been echoed by other bodies, including the Cruising Association’s Regulations and Technical Services team (RATS). “Some skippers feel the area is safer now as there has not been an attack on a yacht for a while,” says RATS member, Ted Osbourne, “but the reality is that yachts have stopped sailing in the area because of piracy. Let’s keep it that way.”

SAD LOSS

The man who was the driving force behind the *Gipsy Moth IV* restoration has been found hanged in his garden. David Green was being investigated regarding £115,000 of public money missing from his company, Echoland.



JOE VINCENT

The City of Adelaide has slowly been rotting in Scotland for many years

Shipping out at last

THE WORLD'S OLDEST clipper ship, the *City of Adelaide*, has finally begun her journey to Australia after more than a decade of politicking and campaigning from various groups to either restore or destroy her.

The boat had been lying in Scotland, slowly rotting away while a number of funding appeals failed to raise sufficient sums to see her restored. Built in 1864, she is registered as an 'A-listed structure' meaning she may not be destroyed, though the cost of keeping her had become too high for then

owners, the Scottish Maritime Museum to justify.

After much back and forth, including permission to destroy the vessel being awarded, she was finally saved and in September began the journey on a transport ship. She was first moved to Greenwich, where she was officially re-named the *City of Adelaide* (her name was changed to *HMS Carrick* in 1923).

However, it does not look like the story of this ship is likely to end any time soon as there has now been some further controversy regarding

her final resting location when she gets to Australia. There have been rumblings that the selected position in Port Adelaide is out of the way and may see her continuing to rot, just as she had been in Scotland, out of sight of the public.

With funding not secured for her restoration and the Australian government providing AU\$850,000 (c £500,000) to ship her to Australia only on the proviso that they are not approached for more money, the future for this ship seems as uncertain as ever.

GOING UP

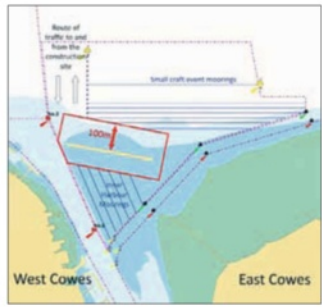
DYSON AWARD A new lifejacket/safety harness designed by TeamO has been selected as one of the 20 shortlisted products for the James Dyson award 2013. The jacket/harness combo ensures that a MOB would be towed on their back reducing the chance of drowning.



AZAB FIRST The Azores and Back Race (AZAB) has secured a title sponsor for the first time ever. Yacht brokerage Red Ensign is now on board to support the 2015 edition of this popular event.



A TITANIC PRICE The violin that was apparently played to calm passengers on the *Titanic* as it sank has been sold for £900,000 in just 10 minutes of bidding at auction in Wiltshire.



EXCLUSION PROTRUSION Alongside plans for building a new breakwater in the mouth of Coves Harbour, so an updated exclusion zone around the building area has been announced. Work is due to begin in February 2014.

GOING DOWN

Waving waves away

A NEW BOAT is under construction in South Korea that uses an internal wave-tank to counteract the rolling effect from the high seas.

The ship has been designed for use as a stationary accommodation vessel for offshore workers, which reduces the effectiveness of traditional stabilisers, which require forward motion.

The 'offshore accommodation ship' achieves stability through a U-shaped water tank within its hull. The tank is only partly filled with water, and internal waves are created by controlling the amount of air pumped into either side of it. This makes it able to counteract ocean waves.

The ship has been designed by Salt Ship Design and



Marintek has carried out the model tests. See some footage of the testing at: www.sailingtoday.co.uk/videos.

Coastguard timetable

THE TIMETABLE FOR completing the controversial modernisation of Her Majesty's Coastguard has been announced.

The new network system involves closing down some smaller operational bases in favour of 10 large Coastguard

Operation Centres (CGOC), which will work together to manage the workload.

The new national network is scheduled for completion by the end of 2015, with the National Maritime Operations Centre (NMO) operating from autumn 2014.

The Coastguard says that there will be no reduction in rescue resources, which remain unchanged by the planned modernisation. However, there have been rumblings about unhappy folk within the Coastguard.

Sir Alan Massey, chief executive of the Maritime and Coastguard Agency (MCA) said: "We realise this whole change programme will be tough for some of our people, particularly those who feel they have no future with HM Coastguard. We recognise that, and will do our very best to work with every individual to ensure that they are properly equipped and supported in making the best decision for them."



Hot air from the Met office

FIVE DAY WEATHER forecasts from the Met Office will now only include information on gusts of wind if they are above 20mph, or 10mph above the day's average.

The RYA took up the cudgels on behalf of an angry member, but has made little

progress. Laura Young at the Met Office had this to say: "Our five-day forecast table is meant to offer information for those onshore at a glance.

"Therefore we only show gusts that would have an effect on people's everyday lives when going about their

daily business. We would not recommend using this service if you are planning on going sailing.

"On our website we have a separate marine forecast section that provides more detailed information and for those planning a trip."

THE BERMUDA GOLD Cup match racing regatta has come to a close with Italy's Francesco Bruni beating Britain's Ben Ainslie in the final



THE TOP match racers in the World attend the event each year



AN AUCTION with proceeds going to the Andrew Simpson Memorial Fund was held in honour of the recently deceased sailor



FRANESCO BRUNI and his team celebrate their narrow victory in traditional style



RACING takes place in the classic International One Design class

DON'T ADJUST THAT DIAL

The 12:01 *Shipping Forecast* from the BBC is likely to be transmitted at a lower power from April to mid-August, 2014 and may be totally inaudible on Long Wave (LW) frequency broadcasts.

Maintenance work taking place on the BBC's Droitwich transmitter means it will be shut down during the daytime from Monday to Friday. Only the midday forecast should be disrupted, but signal loss may also occur outside working hours.

The Burghead and Westerglen LW transmitters will be unaffected, so the effect may also be quite localised.



THE DOG AND THE CHEMIST

A Russian billionaire is suing paint giant Dulux for £62m following problems with the interior paint on his £200m motor-yacht A.

Andrey Melnichenko's claim includes £15m to cover the cost of repainting the 394ft (120m) vessel, alongside a monthly sum of £2.5m to pay for a temporary replacement yacht.



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THRILLS NOT SPILLS



Corsair Dash 750 MkII

from £51,000

The New Corsair Dash 750 Mk II trimaran is a trailerable weekender that is fun to sail and has a basic, but comfortable interior. Developed from the well-proven Corsair 24 Mk II and incorporating the same folding outrigger system and rotating wing section mast, the 750 is tough, lightweight, fast and exceptionally responsive.

Features include plumb bows, larger volume floats for improved buoyancy, a retractable alloy bowsprit and a modern alloy daggerboard and rudder.

Below is an open-plan cabin with optional cruising amenities including a sea toilet, cooker, sink etc.

- ▶ **Builder:** Corsair Marine, www.corsairmarine.com
- ▶ **UK dealer:** Multihull World, +44 (0)1243 377333, www.multihullworld.co.uk



Wind Hunter 19

from £21,500

Built in Poland and inspired by the Bristol Channel Cutter, this traditional-looking gaff-rigged sloop is classed as a coastal daysailer, and features a shallow draught 2ft-long keel. Despite this, the low centre of effort and the shape of the hull with the narrow transom makes her quite stable – even in big seas.

Two models are available – a three-berth version with heads, or four berths without. There's also a small galley below and stowage for useful items.

The boat can have an outboard engine in a well aft, ensuring the prop stays in the water, even when heeled.

- ▶ **Builder:** Szkuner Ket, www.szkuner-ket.pl
- ▶ **UK dealer:** TBA



Maxi 1300

from £355,000

Not a brand-new design, but great to see this stunningly beautiful Pelle Petterson performance cruiser back after the sad demise of Maxi Yachts last year. The moulds have been bought by Poland's Delphia Yachts – an increasingly successful yard producing cruisers from 24ft to 47ft LOA.

The Maxi 1300 is a top-of-the-range, Swedish-designed cruising yacht that has been fully updated to include twin helms, spacious cockpit and an easy-handling sail system.

Below she has the traditional warm, woody feel of many Scandinavian boats and the standard of woodwork and joinery appears to be first-class.

- ▶ **Builder:** Delphia Yachts, www.delphia-yachts.eu
- ▶ **UK dealer:** SD Marine
+44 (0)23 8045 7278 www.sdmarine.co.uk

Nautitech 542 from £1,026,000

Another giant cruising catamaran from French builder, Nautitech, with up to six cabins if required. The 542 has a rigid bimini and super-comfortable cockpit, although unusually for her size she has twin helms at cockpit level rather than the flybridge style command centre.

Below, her deck-level saloon features panoramic seating for 6-8 persons at the large saloon table, a big forward-facing navigation station and a well-equipped galley. The hulls contain four cabins, with the forward berths lying athwartships for additional space.

- ▶ **Builder:** Nautitech Catamarans, www.nautitech.fr
- ▶ **UK dealer:** Key Yachting
+44 (0)23 8045 455669, www.keyyachting.com



Solaris One 37 from £206,550

The Italian-built Solaris One 37 is a thoroughbred cruiser-racer with stunning looks and a 35-year pedigree to die for. Her vacuum-infused hull is top quality and enables precise weight calculation, as well as giving her the smooth, clean lines that help create her contemporary styling.

Thanks to a generous 78m² sail plan, her sailing performance is said to be outstanding. However, she also has a sumptuous, six-berth interior with all the comforts of home for luxurious offshore cruising.

- ▶ **Builder:** Solaris Yachts, www.solarisyachts.com
- ▶ **UK agent:** Richard Baldwin Yachts
www.richardbaldwinyachts.com



Oceanis 55 from £350,000

The new flagship of Beneteau's cruising fleet, the Oceanis 55 is incredibly spacious and modern, both above and below decks. She has twin wheels, chines, drop-down transom and an arch for the mainsheet. This serves to keep the lines out of the middle of the cockpit and provides an attachment point for a bimini or full cockpit tent if required.

The wide decks are clear and uncluttered, thanks to her flush hatches and hidden sail control lines, giving her a sleek, streamlined look overall.

Her interior is very bright, thanks to large topside windows, and her accommodation options include a luxurious en suite owner's cabin forward.

- ▶ **Builder:** Beneteau Yachts
- ▶ **UK agent:** see www.beneteau.com

Word of mouth

LETTERS | TWITTER | FACEBOOK | EMAIL

COMMENT OF THE MONTH



Anchoring in Falmouth

I enjoyed your article on Falmouth [*Gull's Eye* ST199] but is it a sign of the times that you didn't mention the anchorage area? Not everyone wants to part with £36 a night for the doubtful benefits of going alongside a pontoon, hostage to your neighbours' taste in music, and the joys of getting a long keel boat into a tight berth in a windy day.

Having been critical, I think this was your best issue yet. When it comes to cruising articles and kit reviews, the more UK-based the better. They resonate far more with average sailors/cruisers than reports on expensive superyachts.

Terry Bailey, by email

Double broadside

Sir Robin has at last voiced what I, and very many others, think about the dreadful lack of media coverage of sailing and, indeed, of all things maritime [ST198].

The BBC was rightly condemned for the appalling programme covering the Jubilee River Pageant. Cowes Week and the Fastnet Race seemed to go almost completely ignored by the media and the America's Cup, which started in this country, has hardly been mentioned.

I run the Kimpton Yacht Club [south of Stevenage] - arguably the yacht

club furthest from the sea! Yet we have members who travel considerable distances to go sailing, most on very meagre resources. I regularly have full groups for the RYA shorebased courses I provide. Don't tell me that there is no interest in sailing in the country!

The United Kingdom is a highly successful nation for Olympic sailing. Indeed, medal for medal, our sailors have consistently secured the greatest proportion of glory of any sport. Yet the country barely knows about it, nor celebrates it.

PRIZE COMMENT

Each month our star letter wins a bottle of Old Pulteney Whisky, the genuine maritime malt distilled in the fishing town of Wick. www.inverhouse.com



If we treat sailing in the patronising and dismissive way the media currently do, it is no wonder our top sailors move overseas, where they know the value of sailing!

Andrew Morton, Heron Sailing
By email

Tame a Dragon

Just read your test on the Rustler 24 [*Pint-sized*, ST199]. I too fell in love with one at the Southampton Boat Show, but it was way out of my budget. So I started to look at similar but older boats made in GRP and there was really only one option for me: a Dragon!

YOUR PHOTOGRAPHS



HARRY CLUBB sent in the above with the sage advice: 'just because you've got a bilge keeler, it doesn't mean it can't misbehave when left alone'



CANOE PR sent in this photo of ST testing next spring's Crocs



THE SWAN 60 CLASS sent in this image of Team GBR onboard Swan 60 *Tsaar Peter*, who won the Nord Stream Race 2013



Paul Gyurgyak's second-hand Dragon rigged and ready to sail on a sea of green.



Same elegant and arguably better lines (you can never have too much overhang), same weight and can be towed by a 4x4.

Quicksilver now lives in my front garden, overhanging my neighbours, on her custom trailer. I am in the process of simplifying the control lines and moving the mainsheet to a rear horse and out of the cockpit. They were designed for weekend sailing so it should work. I plan to launch her in the spring. But the best bit is the cost: £4k instead of £39k.

Old dragons which are no longer race competitive are relatively cheap but are still in good condition for daysailing.

PS Really enjoy your magazine.

Paul Gyurgyak, by email

Children on watch!

As always, I enjoyed Colin Jarman's *Riding Light* in the last issue [ST199].

His piece about letting the children take the watch reminded me of a cruise some years ago when there was me, my three sons (aged 16, 14 and 10)

plus a friend of theirs aged 15. My wife could not make it. From the Solent to the Channel Isles, then to Dartmouth and on to the Fal and Helford.

Two watches – two lads in each – and the Skipper around as required.

Looking back at the day of fog mid-English Channel I wonder how wise it was. But they are all good sailors and learnt much from that cruise. They loved the responsibility and rose to it!

David Griffiths, by email

Southerly's response!

Please forgive the exclamation mark in my subject line. It should rarely be used, I am told, yet the marketing director of the new Southerly company felt it was appropriate to use one in a response about a customer complaint, and about the customer [Word of mouth, ST199].

I sympathise with any company director in the UK, but you have to make your own luck and writing such a defensive letter, for publication of all things, is not the best way to win new customers. I think we all agree that Mr Caroen deserves new seacocks amongst other things in his new boat. I understand the new company has no legal duty to fix anything, but there are precious few people who can buy such a yacht and those people rightly expect to be treated with respect.

We all want Southerly to succeed, I hope they do, and I hope they resolve Mr Caroen's problem and that we all get to hear how wonderful they have been, as it has not been an impressive start to their communication.

Jonathan Foreman, by email

ST EDMUNDSBURY Sailing and Canoeing Association took this shot of a contingent of Explorer Scouts



INTREPID and regular reporter of cruising exploits, Jim Hepburn sends us this as he finally lays-up for the winter

Retweet

There have been quite a few responses to posts on our Facebook page this month.

Firstly our review of the Vavuud iPhone anemometer (ST199 and online) sparked some interest:

Have you tried other windmeter apps? They rely on the wind passing the microphone on the iPhone and then using algorithms, work out the wind speed and direction. Most are free and the one I use, I have found to be very accurate even in fairly low wind speeds of 3-5 knots.

David Holbourn – Facebook

But how do you put it at the top of the mast?

Nautica Escapes – Facebook

In this issue's news (ppxx) you can read the story of the internal ballast boat. We posted video of the design being tested on www.SailingToday.co.uk, prompting this from Chris:

Could have done with this at anchor in Lyme Regis this summer. No wind and a glassy sea, but rolled like a pig on wet grass

Chris Burton – Twitter

Finally the praise for Colin Jarman's *Riding Light* continues:

Colin's *Riding Light* on charts brought a broad smile [ST198]. But on serious side how many of us use paper charts when we have electronic charts on board? I know we should all look and understand them during our voyage, but how many of us do?

Jim Hepburn – Facebook

GET IN TOUCH

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What's on

EVENTS | DIARY DATES | PLACES TO VISIT



Christmas Day swims

Perhaps the two most famous are the Peter Pan Swim in the Serpentine Lake in Hyde Park and the Christmas Day Swim from Brighton beach

Drunken Sailor: History, Music and Rum

A season of rousing, traditional maritime music events co-curated with the National Maritime Museum, Greenwich. www.rmg.co.uk



ROLEX CARLO BORELENGHI

ROLEX SYDNEY HOBART 2013 / 26 DEC



The two most popular offshore races are, by a long way, the Fastnet Race in the UK and the Sydney Hobart in Australia. Both are always well attended by amateurs and professionals alike. The race sets off on Boxing Day

CHRISTMAS CARIBBEAN RALLY

The first edition of this rally from new-boy on the market, Sailing Rallies. Leaves Lanzarote 16 Dec



PARIS BOAT SHOW / 6 - 15 DEC

The French being the French, this show is packed with multihulls – from cruising cats to ultra high-performance, foiling, carbon-fibre speedsters



Child of the sea

Doina Cornell (daughter of Jimmy) talks about her childhood at sea. www.henleyoffshore.org

NEXT MONTH IN SAILING TODAY



ROUND BRITAIN Squaddies sail round Britain in a Nic 55 in the depths of winter

MALABAR TO THE MALDIVES Part I of an ambitious cruising tale in the Indian Ocean

SAILING KNIVES Our technical consultant Duncan Kent cuts to the chase in this group gear test

PREMIER 45 Bling carbon-fibre cruiser on test

ST NICK The sailing goodies that should be on your Christmas list this year

ON SALE 28 NOVEMBER

DON'T MISS OUR SISTER TITLES IN NOVEMBER

Yachts & Yachting

- ▶ America's Cup: top moments from Oracle's impressive win
- ▶ Iain Percy exclusive: the director of Artemis Racing on what's next
- ▶ Teamwork helped *The Wave*, *Muscat* ride out a tough Extreme 40 season
- ▶ Make the most of winter to get ahead



Classic Boat

- ▶ GL Watson – was he the world's finest yacht designer?
- ▶ CB's guide to the season's best regatta, the Monaco Classics
- ▶ On board *Mercury* at the Puig Vela Classica in Barcelona
- ▶ Preview to the Turner and the Sea exhibition at the NMM



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Broadside

WHEN **DAG PIKE** HELPED CREATE THE FIRST RIGID INFLATABLE BOAT 50 YEARS AGO, HE HAD NO IDEA HOW UBIQUITOUS THEY WOULD BECOME

The RIB started life 50 years ago as a development aimed at trying to improve the capabilities of the pure inflatable. The RNLI was operating a big fleet of inflatable rescue boats at that time and my job was to try to keep these operational by repairing them and developing the design. These inflatables were being operated from open beaches in many cases and one of the major problems we experienced was the wear and tear on the bottom fabric as they were dragged across these beaches.

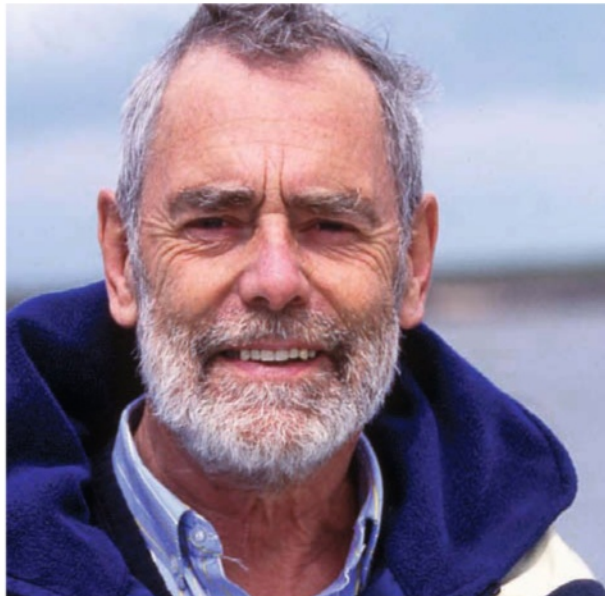
So the solution was found by taking out the fabric bottom and replacing it with a rigid plywood structure roughly the same shape. That worked in calm water but when we hit waves we ended up with a load of firewood and wet backsides! The development persevered until it was found that a deep-V hull could be attached with enough strength to stand the strain.

So the RIB was born, trying to solve a wear and tear problem and it went on to become one of the most seaworthy boats for its size anywhere in the world. It was the perfect inshore rescue boat, tough, seaworthy and able to go to places the others could not reach. Yacht clubs started to follow the same route, and, with many of them using inflatables as rescue boats or escorts for their dinghy fleets, they were quick to recognise the benefits of the RIB.

The built-in fendering was a bonus for going alongside at sea and the good stability was great when helping to right a capsized dingy, although the inflatable offered these benefits anyway. The big advance with a RIB rescue boat was the deep-V hull which gave the boat a 'grip' on the water and made it a much better towing boat to get a line of dinghies back to base.

Today you see RIBs as yacht club rescue boats in every corner of the world, and it does the job incredibly well. They are also probably the most abused boats in the world. Out at sea they seem able to take any punishment that you can throw at the boat and this attitude is often reflected in the way the boat is treated when it gets back into harbour. It tends to be the same with RIB yacht tenders.

When we developed those early RIB rescue boats we found they were much more durable than an inflatable,



'Love them or hate them, the RIB is now an essential part of modern sailing'

but there are limits and even a RIB needs maintenance if it is going to survive for a season on the water. Those wonderful Avon Seariders that were the backbone of the RIB market for years have survived the test of time, but they do need regular work to keep them going.

It's not just the dinghy fleets that are escorted by RIBs these days. The America's Cup racing is awash with RIB support boats and some of these are huge – 50ft to 65ft (15-20m) long. I remember forecasting a few years back that RIBs would not work in sizes above 32ft (10m or so). How wrong can you get? The largest RIB on the water today is 80ft (24m) long and equipped with three bathrooms – the first RIB superyacht!

Watch any major yachting event these days and you will see RIBs everywhere acting as support boats, spectator boats, photographers' boats and as boats for sponsors. Most of

these are RIBs in the 15ft to 25ft (4.6m-7.6m) category which are also the popular sizes for the sports RIB owners. There is a huge market out there for RIBs and they have an important role to play in sailing.

As a dinghy sailor you probably welcome the idea of having a RIB rescue boat around when you are sailing. As a cruising sailor you probably hate the RIBs that go powering past you at high speed when you are quietly cruising along but you have a RIB as a tender. As a competitive sailor you probably tolerate the RIB because of its important support role.

So love them or hate them, the RIB is now an essential part of sailing and they are an essential part of the sailing scene for most sailors. They are great sea boats and very versatile in how they can be used to support sailing but at the end of the day a RIB is only as good as its driver. A badly driven RIB can be a menace on the water. A well driven RIB can be a great asset to sailing, so like every aspect of boating; training and understanding are important elements.


DAG PIKE did his first ocean race in 1948 at the age of 14. After a career at sea where he became captain, and later an inspector of lifeboats for the RNLI, he resumed sailing

YOUR VIEW

Are RIBs manna from heaven or a menace? Have your say

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1

ISSUE 1
First issue launched with Philip Dunn as editor



ISSUE NO 4

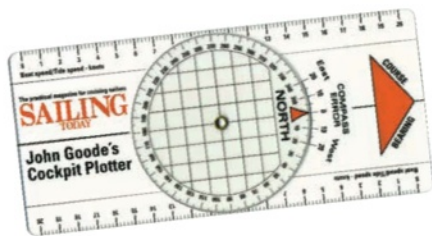
Radio wrong
ST's technical consultant Basil d'Oliveira predicts the end of Channel 16 by 2003

1997

Navtex

We review the weather-by-fax technology in new gear as it becomes state-of-the-art for smaller yachts

2



Plotting success

John Goode's chart plotter came free with the first issue. It was an enhanced version of the popular Breton Plotter boasting a big orange course arrow

ISSUE NO 7



Bag lady

ST's first Southampton Boat Show was notable for the popularity of its specially designed blue and yellow bags, which made a good outfit

1998

Life saver

Pete Goss awarded the French Legion d'Honneur for rescuing Raphael Dinelli in the South Atlantic

ISSUE NO 11

Techno gains!

Raytheon launched the Pathfinder – introducing 'modern' radar with automatic gain, tuning and sea clutter settings



ISSUE 15
Digby Fox takes over as editor for a year, before leaving to set up sailing.net

End of a legend

Breton sailing legend Eric Tabarly fell from his 100-year-old yacht *Pen Duick* in the Irish Sea, en route to the first Fife Regatta on the Clyde.

16



Sailing Today then

EVENTS / GEAR / SAILING FIGURES - OVER 200 ISSUES

Classic designs



Uffa shindig

A centenary regatta in Cowes marks the 100th anniversary of maverick boat designer Uffa Fox

NOTORIOUS
Gale-force winds cost the lives of six sailors in the Sydney Hobart Race



1999

Atlantic pioneers

Jason Gilbert and a team of three become the first to windsurf across the Atlantic

19

East coast fame

Sailing Today sponsors the Island Point north cardinal in the Walton Backwaters

ISSUE NO 19

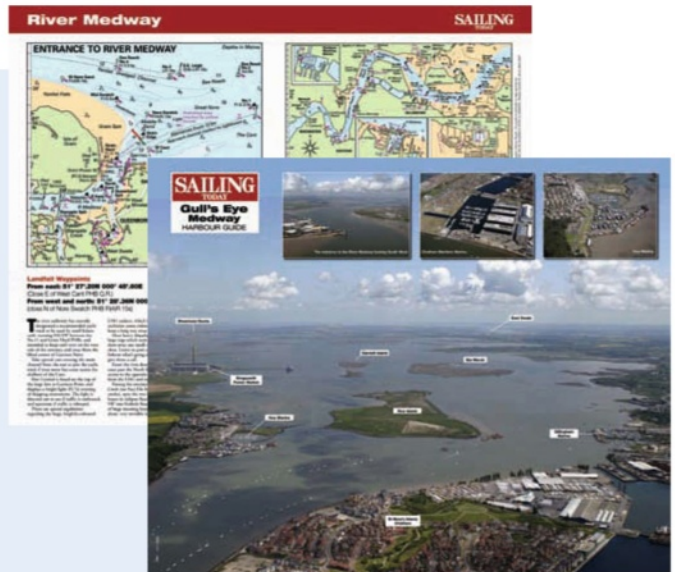


Brain teaser

ST's nautical crossword is introduced

2000 ISSUES

ISSUE NO 22



Flying High!

Our Gull's Eye harbour feature is first published as a fold out aerial guide.



Sailing Today asks Selwy Fisher to design an 11ft ST dinghy for readers to build at a cost of less than £450



The patriarch

Sir Robin Knox-Johnston

LOOKING BACK OVER the past 16 years, the biggest noticeable change is the much greater use of carbon fibre in boat and spar construction. As a material carbon has been around for 50 years but it took time to establish itself and even today, its use is still limited largely to the expensive racing end of our sport. However we can expect to see more of it as its cost drops and its advantages of lightness and great strength in tension become more widely used in general boatbuilding.

For myself, I suppose the most memorable event was participating in the Velux Five Oceans solo around the world race in 2006/7. I did it for a number of reasons, not least being told by Alex Thomson and Mike Golding that I was too old to make the voyage and handle an Open 60 – a point disproved because I finished and neither of them did.

It was hard work, made more so by my appalling electronics and computer-led communication systems. Wiring up the autopilots with small wire so that the rams could not draw enough power under load led to a crash gybe and the loss of all the mainsail battens before I had even crossed the equator; being given the wrong PIN number for the satellite phone; being given the wrong instructions as to how to connect for live TV; all left me with a cynicism about the modern computer and electronics industry which has not faded with time.

But there were pleasures such as surfing down the big waves of the Southern Ocean and appreciating how far round-the-world racing had advanced since I made the first circumnavigation in *Suhaili* 44 years ago.

COMBINED
First ever
combined ISAF
World
Championship
for Olympic
classes

Fire sale

Spitbank Fort in the Solent goes on sale for just £385,000

ISSUE NO
24



Radio silence

The UK's last marine radio beacon on the Lizard is turned off, marking the end for RDF

Multifunction

Simrad launches its Corus instruments, connecting GPS, actuals and autopilot



Top girl

Ellen MacArthur is voted Yachtswoman of the Year after coming second in the Vendée Globe



2000

ISSUE 27

John Kendall
takes over as
editor

ISSUE NO
23

Nab knock

Banana boat *Dole America* collides with Nab Tower in the Solent, avoiding a sinking only because it had run aground

Scaling down

Imray launches its first small format chart folio, covering the east coast from Burnham to Southwold



ISSUE NO 37



More than a close shave

Pete Goss' state-of-the-art composite catamaran (*Team Philips*) breaks up in the North Atlantic – at 120ft long, it was the world's largest carbon structure at the time

33

Raymarine®

New marque

Raytheon marine division management buyout changes its name to Raymarine



Portable power

Simrad's HD52 is the first handheld VHF to include a distress button



ISSUE NO 49

Another first!

Raychart 530 is launched – the first colour chartplotter

2001

Blunder-prone

Eric Abbott, aka Captain Calamity, is rescued by the lifeboat for the 11th time that year – missing the difficult entrance to the River Clywd at Rhyl, using only a roadmap to navigate

J-Class rebirth

Original J-Class *Shamrock V* is relaunched in Falmouth after a painstaking three-year refit at the Pendennis yard

ISSUE NO 48

Round Britain

Peter Keig races RKJ to become the first to sail non-stop solo round Britain in a home-built, steel-hulled 38-footer. ST contributor Jake Frith also attempts the record in a £1800 Hurley 22



ISSUE NO 42



Westerly launches its last new boat – the Ocean 37



ISSUE 51

John Goode takes over as editor

ISSUE NO 53

Garmin

The GPS specialists launch BlueChart marine cartography

ISSUE NO 51

All Change

ST bought by madforsport.com

"Mini" Epirb

Kannad launches what by the standards of the time was a mini EPIRB



Charter

The Moorings opens a base in Belize

Colin Jarman

Riding Light feature moves to the back page

ISSUE NO 52



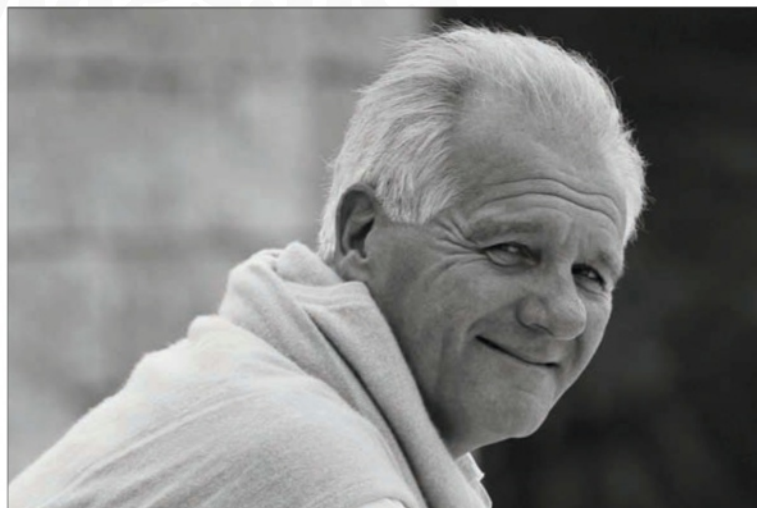
J-Class jubilee

The 50th America's Cup Jubilee brings Endeavour, Velsheda and Shamrock V back to Cowes

Warm & dry

Musto's Carbon HPX Gore-Tex claimed to be 16 per cent more breathable than the existing range

ISSUE NO 54



The designer

Ed Dubois

I STARTED OFF wanting to design race winners – Olin Stephens and Alan Buchanan were gods to me. We just wanted to win the major offshore trophies. Originally the Admiral's Cup was the testing ground for yachts, but that's now been replaced by the superyacht industry.

Drawing production yachts [such as Westerly, see pp50-51] gave you an income through the royalties – it was the oil in the machine. But the thing was to get the machine right. These days I try to design boats that let you stay out at sea, go anywhere and are nice to live on. It sounds pretentious, but it's about architecture on water.

Looking back, my best sailing moment of the last 20 years must have been in *Drumbeat* [174ft/53m Dubois ketch], when we took on the Rolex Transatlantic Challenge in 2005, 100 years after *Atlantic* had set the record, and won it! We had dreadful weather, but a wonderful weather router in Adrienne Cahalan. She put us in exactly the right spot.

It was 4°C with horizontal hail – horrible. After a four-hour stint on watch, I went below and there was a three-course meal cooked by a Michelin-starred chef, and everyone was sitting down to watch the latest Keira Knightley film on a 60in plasma. From the ridiculous to the sublime!

ISSUE NO
58

Issue 58 goes to the Med for a winter charter

Death of a legend

Legendary racing skipper Sir Peter Blake was shot by pirates while monitoring environmental damage in the Amazon River

60

Wind farms

Crown Estate gives permission for 18 wind farm developments off the British coast

2002

ISSUE NO
63

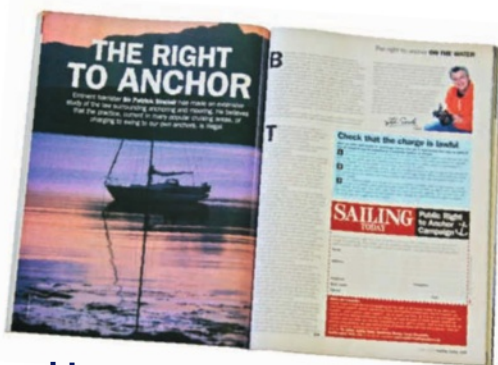
British brands

Rustler buys the rights to Bowman and Starlight yachts

62

Free parking

ST launches its 'right to anchor campaign', insisting that sailors were not obliged to pay dues to anchor



64

Whitbread to Volvo

End of the 2001-02 Round the World Race – sponsored for the first time by Volvo after nearly 30 years under the Whitbread flag. The boats remained Whitbread 60s for this campaign, though. John Kostecki was the winning skipper in the German boat *Illbruck Challenge*

GPS / Phone

New gear features all-in-one phone and navigation kit



200 ISSUES

The outfitter

Nick Gill



Softshell fabrics started becoming popular in the early 2000s, which added a new dimension of comfort to sailing clothing, making it more wearable ashore – though we have always maintained a marine technical focus.

BACK IN 1997, breathable fabrics were only available at the higher end of product ranges. Today everything is breathable and different high-tech material options that are lighter, more supple and more durable are everywhere.

Back then, there were really only a few proprietary brands of high-tech, breathable fabric. In 2001, Gill ceased using high-profile brands and segmented fabric by use and performance instead. It reduced the prices of garments considerably.

Looking back at old marine clothing catalogues you can see the basic offshore, inshore and dinghy categories, but as technology has developed, so diversity has increased – in part from customers overseas and from the general public sailing further afield.

Most recently, lightweight clothing specifically designed for warm weather and summer sailing has been one of the biggest talking points. Clothes that are quick drying, wicking perspiration away from the body, and garments with SPF 50 treatment to protect the wearer from sun damage are all very much at the forefront.

Today, clothing is much better value than it was in 1997, particularly at the higher end. There has been a big improvement in thermal and mid-layer garments, which mean there is no reason to be cold on board – extending the sailing season.

On the horizon, I see smart fibres, which detect body temperature and react accordingly; there are also heating elements that might well be introduced in the coming years.

ISSUE 66

Former *ST* editor Digby Fox becomes the first to sail around Ireland on a beach cat



ISSUE NO
65

New rules

SOLAS V regulations on radar reflectors and other safety gear are applied to sailing boats for the first time



Boy racer

Seb Clover becomes the youngest sailor to cross the Atlantic at the age of 15 years and 362 days – in a Contessa 32

ISSUE NO
68



New hazard

The UK's first offshore wind farm is completed at Scroby Sands, 2½ miles off Great Yarmouth

Hamble hoo-ha

The price of a mid-stream pontoon mooring on the Hamble rises from £4 to £10 per night

ISSUE NO
70

AIS appears

SOLAS makes the Automatic Identification System (AIS) mandatory on vessels above 300 tonnes. It doesn't take long before the technology finds its way onto yachts

71

Car crash

MV Tricolor sinks off the French coast with 3,000 new Saabs, Volvos and BMWs aboard

73



Cornish museum

The National Maritime Museum Cornwall opens in Falmouth after a multimillion pound development plan

The cruiser

Rod Heikell

Pilot guide author



BOAT DESIGN AND gear has always followed developments made in racing boats. Some of these changes have made good cruising boats, some have not. Think of those distorted hull shapes during the IOR era, and the trend towards broad sterns borrowed from off-the-wind flyers. Good for space below, not so good for windward ability as those broad hips drag through the water.

Modern yachts offer levels of comfort undreamt of 20 years ago, and coupled with the simplification of navigation offered by GPS, have opened

the cruising door to many who may not have felt keen or competent enough before.

It is difficult to overlook the impact that chartplotters, electronic charts, and more recently, phones and tablets have had. For us, the next big thing will be to offer apps for our pilot books, so that users can download them to mobile devices rather than carry a pile of books around with them.

With the huge increase in the numbers of boats out and about on the world's oceans, it is time to spread awareness of the environmental impact of our presence. We need to do more to protect both the seas, and the communities that we visit.

Sailing Today's editors have never been afraid of taking on diverse issues and pursuing them with a vigour, humour and intelligence that should be admired. Congratulations on reaching your 200th edition!

ISSUE NO
82



The big move

The London Boat Show moves from Earl's Court to the Excel centre in the Docklands

2000

ISSUES



GB sea power

International Fleet Review at Spithead in the Solent for the 200th anniversary of Nelson's victory at Trafalgar



JACQUES VAPILLON

Fastest solo sailor

Ellen MacArthur set off aboard *B&Q/Castorama* on her record-breaking solo circumnavigation, here demonstrating the full complement of B&G equipment on board

84

Ensign rage

Sir Francis Chichester's son Giles protests in Brussels at rumours that the red ensign will be forced to carry the EU stars

86

Dibden Bay

Proposals to develop a massive new container terminal at Dibden Bay on Southampton Water were finally thrown out by the Government



100

Flying High!

ST's 100th issue

2005

2006

Second outing

Sir Alec Rose's 36ft (11m) *Lively Lady* – made famous when he sailed her to Australia and back – prepares to go to sea again

ISSUE NO
101

ISSUE NO
73

Sadler 290

Sadler launches its new 290 from the pen of designer Stephen Jones. It was the brand's last boat and only around 50 were ever built

Wireless

Tacktick sailing instruments become wireless





The racer

Mike Slade

Owner of the Maxi Leopard 3

CARBON REALLY CAME in in the early-90s and boat design picked up then. Nowadays we can build in high modulus carbon which is 30 per cent lighter than standard carbon. That means you can have a 100-footer that weighs 22 tonnes instead of 28.

We've seen two other wonderful things recently. The foiling cats we saw in San Francisco with the AC72s, and the associated development of complex controls for the foils – that's where Oracle's victory came from.

Leopard already does 38 to 40 knots in a good blow, but monohulls will just keep getting lighter and faster, though the gains will get smaller. Exciting new technology emerging now includes Wild Oats, where a sliding foil on the leeward side gives lift – we're going to see more of that sort of thing. Then there's top-down furling for asymmetrics, which has only emerged in the last 1½ years. It allows you to fly a huge kite with a foot that comes almost back to the stern.

But the pro sailors will struggle a bit after the America's Cup – I worry a bit about them. The Volvo Ocean Race is really the only outlet for them. As for me, I'm happy just to watch the changes. I'm getting to the age with Leopard when improvements would only be a case of making the boat lighter and faster. She charts extraordinarily well – 1,000 people per year – and I won't throw away a £15m boat. She will stay competitive for a very long time.

ISSUE 127

Duncan Kent takes over as ST editor



ISSUE 112

Dee Caffari becomes the first woman to sail solo, singlehanded and unassisted around the world 'the wrong way' in the Open 60 Aviva



121

10 years
ST celebrates 10 years with its 121st issue



119



Red alert
Red diesel for leisure craft propulsion is taxed

114

Ouzo sinking

25ft (7.6m) Sailfish Ouzo is lost off the Isle of Wight, suspected to have collided in the night with the P&O ferry *Pride of Bilbao*

2007

Cruising queens

40 Contessa 26s celebrate the model's 40th anniversary in Lympington

108

Coribee cruise

Katie Miller sails solo around Britain at the age of 19 in a 21ft (6.4m) Coribee



ISSUE NO 108

The dinghy man

John Derbyshire

RYA racing manager / performance director



lottery funding, but there has been something bigger at play. I think worldwide there has been an acceptance that for people to become truly great at sport they have to be doing it full time day-in, day-out. When I first started coaching at the RYA we employed four or five coaches. Now we have literally hundreds.

BACK IN 1997 we had just won two silver medals at the Olympics with John Merricks and Ian Walker in the 470 and a certain Ben Ainslie [then just 19] in the Laser class.

To a degree that was the start of the professional era. Kids growing up enjoying sailing now look at it as a viable career. That is also thanks to national

Interestingly keelboat racing has gone in a slightly different direction. Today there are less opportunities for sponsorship, and big teams like those competing in the AC require fewer crew. The main difference in Olympic classes is that they are exclusively dinghies – the final keelboat, the Star has been removed for the 2016 Games.

200

ISSUES



Solent sailing

ST sponsors the Beneteau Cup

ISSUE 158

Jake Frith becomes ST editor



ISSUE 193

Sailing Today relaunched in Chelsea Magazine colours

187

Milestone

2,000th Swan is launched by Nautor's Swan

2008



140

Icon's end

Revered US yacht designer Olin Stephens dies

2010

2009

Internet age

Reeds Almanac goes online for the first time

RTIR 2008

ST comes in a glorious 688th in the 77th Round the Island Race

136

Olympic haul

British sailors bring a record 6 medals back from the Beijing Games, including 4 golds



142



Paul Larsen

Vestas Sailrocket 1 sets a 500m average of 47.36 knots, becoming the 'fastest boat' on the planet – it will soon go on to shatter the 50 kn barrier

184

Falmouth

Four J-Class yachts race together – the first time so many have been seen in British waters since the 1930s

New marque

Opening of newly-established Gunfleet Marine's 5.5-acre factory in Colchester

ISSUE NO
174

2013

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We're in celebratory mood here at *Sailing Today*, having reached our 200th issue.

Looking back to our first edition in May 1997, we realised how many boats we had tested, trialled and generally run an appraising eye over down the years – many more than 200 in total.

From the Westerly Oceanquest 35AC (our first boat test) or the luxurious Discovery 57 (ST190) to the Sadler 290 (ST101) or the aluminium-hulled Allures 39.9 (ST196), we've covered all the major launches of the last 16 years. The list is a who's who of boatbuilders, past and present. So, why not ask you, our loyal readers, to pick your favourite of all the new boats we've ever featured?

To choose your top boat, simply click on to www.sailingtoday.co.uk and follow the links (or scan the QR code opposite). Explore the list alphabetically, then by model number. You'll find an image of each boat to jog your memory, and a voting form at the bottom. You can only pick once, so pick carefully!

Voting will be open until the end of December. Then we'll crunch all the results and bring you the top 10 boats in the March issue – out at the end of January. And of course, we'll bring you the alpha boat; the top yacht; the best ever boat that ST has covered!

Sam Fortescue, managing editor

Sam



GULL'S EYE

PEEL HARBOUR

Toby Heppell visits an idyllic safe-haven on the Isle of Man

Peel is sometimes (often by the locals) referred to as the only 'city' on the Isle of Man thanks to its being home to the island's only cathedrals. In fact, it is the third largest town on the island after Douglas and Ramsey. To those from the mainland, even the word town seems to be stretching things somewhat.

Small though Peel may be, it is exceedingly pretty with an almost Mediterranean feel in the sun,

though the surrounding green hills and fast-moving weather patterns serve as a constant reminder of its proximity to Ireland – and location in the middle of the Irish Sea.

Although much of the industry around the town seems to be in decline, there is still a strong fishing fleet that operates out of the port. However, the levels of traffic pale in comparison to many other marinas, particularly Douglas, the island's main commercial port where the ferry to the mainland berths.

Main: Peel Harbour is dominated by the impressive ruins of Peel Castle



PHOTOS: EMILY HARRIS

RUN ASHORE

Peel remains the most active fishing port on the Isle of Man and is home to traditional herring smoking (kippers). Guided tours of Moore's kipper house can be organised for visitors throughout the summer – this plant lies at the far end of the marina. We visited just out of season so no tours, nor hot food. Happily, we were directed to the harbour wall where a small kiosk sells kipper baps year round. Outstanding.

A stroll around the remains of Peel Castle is interesting (if not entirely worth the £4.50 entry).

There are also a number of exceptional pubs along the front of the marina selling a wide array of local ales. We particularly enjoyed the Manx Pale Ale being served at the Creek Inn at the far end of the marina.



Local berth holder

Pam Moxon – Seaward 35



Based in Peel for many years, Pam is a avid member of the cruising community. "Peel is an

amazing harbour with a fantastic community of people and loads to see and do. The House of Manannan recounts the history of the Isle of Man and is worth a visit. The sea deity Manannan is said to guard the island from invaders with a special shroud – that is fog to you and I.

The Sailing and Cruising Club is the friendliest club ever. How would you want to be anywhere else? As soon as you're outside the breakwater you are into the sea, but the harbour remains well sheltered and quiet. The coast itself is quite dark so it is always a great feeling when you see Peel's lights."

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

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



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GULL'S EYE

PEEL HARBOUR

54° 13' 33N, 004° 41' 50W



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Kippers

Moore's Kipper Smokehouse (they also do bacon) offer tours and tasty, hot fresh kipper baps in the summer months. The ultimate Isle of Man experience



Peel Castle

Peel Castle – or what remains of it – dominates Peel Harbour. There really is very little left of the structure so it doesn't provide much of a landmark

FACTFILE PEEL HARBOUR

Contact: +44(0)1624 842 338
www.gov.im/harbours

Berths: 121

Facilities: Water, electricity (included), toilets, showers, fuel

Tides: Dover +0005

VHF: Channel 12

Costs: £2.22 per metre (daily);
£13.12 per metre or part thereof (monthly);
£131.21 per metre or part thereof (annual)

Passage planning

PEEL HARBOUR: 54° 13' 33N, 004° 41' 58W

Once you're in the vicinity of the Isle of Man, making your way into Peel could not be easier. Although there is very little buoyage to guide the visiting yachtsman into the harbour, there hardly needs to be thanks to the ease of entry and lack of hazards.

'you can make out the coasts of England, Ireland, Scotland and Wales'

If approaching from the south, a good offing is recommended from the end of the breakwater, until the transit of the Groyne Beacon and the conspicuous power station chimney are in line at 207°. At night, the leading line is marked by two synchronised Fl.R.5s lights. Entry is then between the breakwater and the Groyne Beacon.

If any significant sea is running – as it often is – the entrance can be more challenging, however. If the wind has a fair amount of north in it, particularly if it is blowing hard from NW to NE and you are entering from a N or NW direction, heavy seas at the entrance are extremely likely.

Access to the inner harbour to Peel is restricted by both a water-retaining gate and pedestrian swing bridge, both of



PHOTOS: EMILY HARRIS

which can be opened 2½ hours either side of high water – note these timings are just a guide and can vary, particularly during neaps. There are visitor moorings in the bay during summer but they can be an uncomfortable ride, particularly when the wind is in the north to western quarter.

To an extent, the decision whether to make your way into Peel harbour



Above: The headland offers good protection but can mean a gusty entrance
Above right: Big seas are not uncommon

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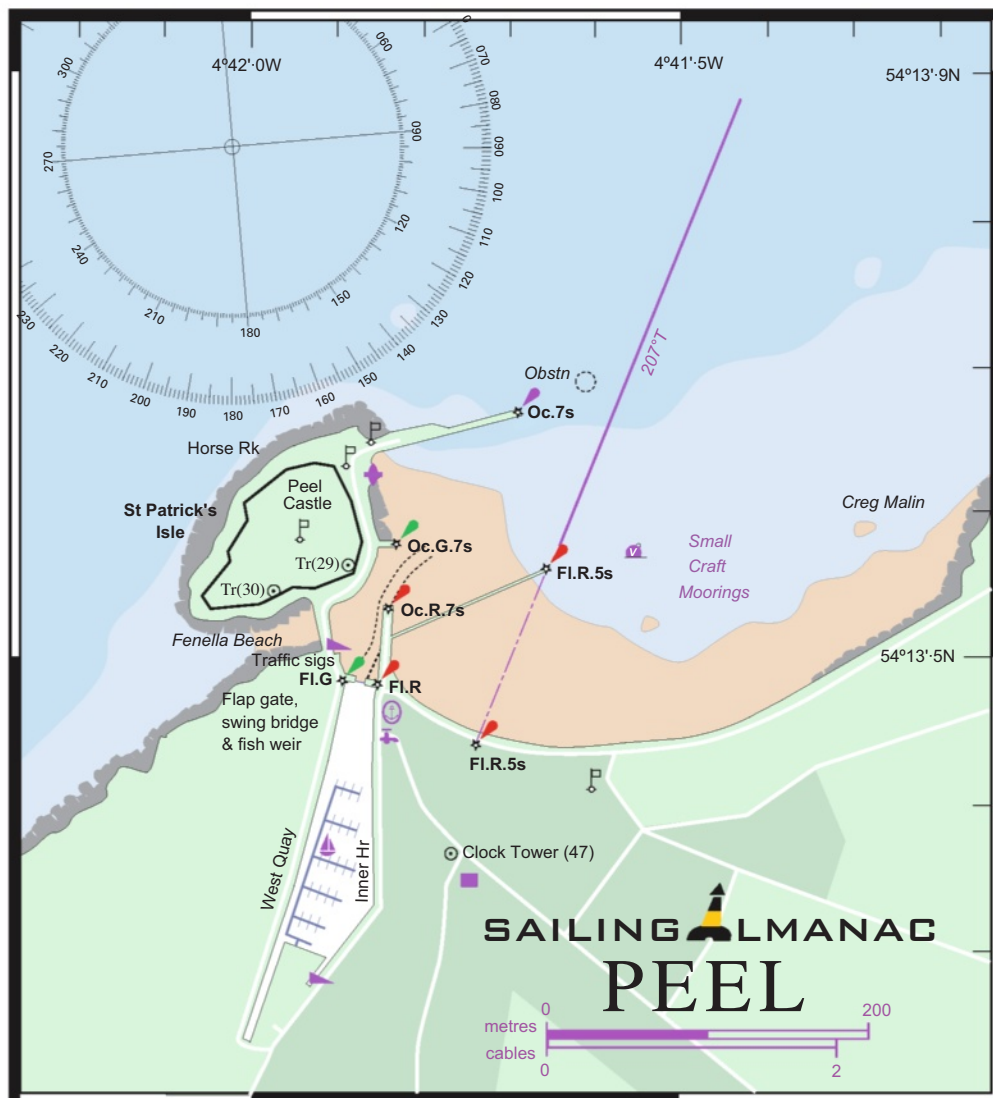
CRUISING GROUNDS

Cruising from Peel and indeed many of the harbours in the Isle of Man seems to be a somewhat bipolar experience. On the one hand it is a great port to call at for a short stay on the way to somewhere else and many of the visitors we met were there for this reason, taking advantage of the Island's useful mid-Irish sea location.

On the other hand, options are limited for those who want a day or weekend sail from Man; you either go for a jolly with no real destination in mind or head off on a much longer jaunt.

On a clear day from the Isle of Man you can make out the coasts of England, Ireland, Scotland and Wales (so I am told; it was not all that clear when we visited). The island, then, makes a fantastic staging point for cruising to any one of the nations which form the United Kingdom.

Of course this does not preclude cruising around the island itself, and there are any number of pretty river mouths and natural harbours. Castletown harbour, on the southern tip of the island, is in a beautiful cove. Port St Mary is just next door. It is worth noting that pretty much everywhere bar Douglas is a drying harbour.



or to one of the other three harbours around the Isle of Man will mainly depend on wind direction and sea state. This is in part due to the small scale of the island – a 20-minute, £20 cab journey will get you pretty much anywhere you want to go.

It helps that all marinas on the island are run by the Manx government, so prices are the same throughout. This also means that

Costs

BERTHING CHARGES

Duration	Per metre LOA
12 months	£131.21
Monthly	£13.12
Daily	£2.22

Manx pounds

It's worth noting that Manx sterling looks different but is legal tender on the mainland and vice-versa.

Below right: The beach next to the harbour is a glorious sandy affair
Below: The ruins of Peel Castle offer great views



DAVE SOULTER

although the marina at Peel is not manned 24 hours a day it does have a remote connection to Douglas – which is always manned 24/7 – so the bridge can be operated by VHF request at any time of the day or night. Douglas operates on VHF channel 12, just like Peel, making contact easy.



'Besides, how long can you live off fresh fish, coconut and mango?'



CARNIVAL BREEZE

David Matelicani discovers the frontier towns of Guyana and Suriname make beautiful hurricane season alternatives

Inspired by six months cruising the northeast coast of Brazil, I was more than willing to extend my stay another six, but all too soon I was obliged to weigh anchor and set my sights on new destinations.

Regrettably, my visa was due to expire.

Despite feeling at the time, that my departure was somewhat premature, I harbour no regrets. Sailing in Brazil was, and will always be, a wonderfully exotic adventure. Besides, aren't good times, by definition ephemeral?

I do, however, get to take with me a few lasting impressions: there is a plethora of white sandy beaches and remote island getaways to discover here – specifically south of Salvador, near Morro de Sao Paulo. Gamboa was my favourite island anchorage, and the closest I've come (in Brazil) to finding my 'cruiser's paradise'.

Approximately one thousand sea miles, (or 10 days sailing) separate Fortaleza (my Brazilian point of departure), from the Iles du Salut in French Guiana. Reportedly it's a comfortable sail with both favourable current and winds. Provided you stay in deeper water, say 100 nautical miles out from the coast. At this distance, no yacht is likely to hit stray tree trunks or other jungle debris and solo sailors need only worry about the occasional squall or cargo vessel.

I had weathered a couple of

uncomfortable days (with gusts to Force 7), but was generally pleased with my progress. Especially after logging 120nM daily runs (a new record for *Eileen*). This was sufficient motivation to tolerate any discomfort and, while the distances travelled were admirable (for a small boat under stay-sail alone), in future I'll think twice before running before the wind without a mainsail. The incessant rolling can turn the stomach of the hardest sailor, and I'm hardly hardy!

What followed were three days of gentle breeze so I opted to hoist the 'iron topsail' and maintain my 100nM average to day five. The boat can easily manage 100nM in a 24hr period when motor sailing, and since *Eileen* consumes just over half a litre of diesel an hour, I rarely feel compelled to wallow about for days-on-end in the tropical heat, waiting for a favourable wind. Switching from my Aries wind vane to my electric autopilot, I passed the time profitably trolling for supper.

On day seven an all-too-favourable wind made its appearance in the form of a short-lived gale. Well, I assume it was a gale, though I did little to verify this empirically. I'm not too fond of braving a drenching to measure wind speed with my handheld anemometer.

I did at least make the effort of noting my remarkable speed (8 knots over ground), but only from the

Main: Anchored off the wreck of the *Edith Cavell* in Saint Laurent du Maroni

Left from top: Carnival in Gamboa Brazil; *Eileen* motor-sailing off Guyana; carnival in French Guiana; sailing through "The Boca" Trinidad



EILEEN OF AVOCA'S ROUTE

comfort of my bunk. Not surprisingly I exceeded my daily average of 100nm for the remainder of the journey, making short-shrift of the passage to French Guiana.

Salvation Islands

The anchorage at Ile Royale looks the part, but isn't as protected as one might expect. Two days of bouncing about and several episodes of "Sorry, my anchor dragged" (by others), were enough for me to forgo my new life as a hunter-gatherer. Besides, how long can you live off fresh fish, coconut and mango? The novelty wears off.

Many find solace in these islands through quiet meditation and inner contemplation. It's undeniably pretty, but that didn't stop me racing the five miles to reach a different kind of solace in Kourou.

For yachtsmen en route to the Caribbean from Brazil, Kourou provides a welcome oasis of European living in a convenient, if unexpected, location. As I'm a man of simple tastes, (I'm told it compliments my simple mind), European living means access to the culinary delicacies I've craved since setting sail from the Canary Islands.

Not that I've disliked the staple Brazilian diet of black beans with lumps of various meat served on a

bed of white rice. It's just that I do so enjoy a varied diet, and wandering about a rocket launch complex all day (Kourou's claim to fame), does little to appease the appetite!

The ultimate stopover for hardy sailors seeking refuge from the torturous seas and tempests of South America was to be found further north. A fact only revealed to me in a chance encounter with a French yachtsman who, more than 20 years earlier, had been posted to this idyllic site as part of his military service.

It's the penal colony of St Laurent that sits on the Maroni river. No prisoners these days, but how curious such a pleasant anchorage didn't

Passage tips

Heading south from the Caribbean

Heading south from Trinidad and Tobago isn't as hard as it's been made out to be. Yes, you may have days where the wind is on the nose and yes, there are places where you will battle up to half knot of current.

The best departure point is Store Bay in Tobago. Head past Toco, Trinidad, and take a direct bearing from there. The only obstacles you will encounter are Trinidad's oil platforms to the southeast of the island. A more coastal route follows the 20m contour along the coasts of Guyana and Suriname, but only advisable with crew.



Main: Sunset on the Maroni River
Top: Statue of a prisoner in Saint Laurent du Maroni
Above: Eileen takes on extra crew
Opposite: The stranded *Golden Harvest* now a popular restaurant called La Goelette

warrant mention in my guides.

Especially when St Laurent can boast the safest, most sheltered anchorage in French Guiana; easy access even at low tide along a buoyed, lit channel; great provisioning (and free Wi-Fi); and plenty to do within walking distance.

I had expected a town packed with sailors, but for some reason St Laurent hosts only a trickle of French and Dutch visitors. Why the secrecy? I didn't stay long enough to find out. Much as I would have liked to linger, Caribbean waters beckoned.

Eileen in the Caribbean

A gentle breeze whisked me toward the Caribbean. I would have set more sail, if only I didn't have to worry about unexpected squalls. One minute I'd be motoring at a steady 4 knots and the next I'd find myself running before a squall at 7 knots, desperately trying to tie a third reef in the mainsail. How undignified!

The good news was, after six days I arrived unscathed in Store Bay, Tobago. Yet another splendid



'Little did I know that my one-year stint aboard Eileen was about to stretch to three'



anchorage. It had taken some 7,000nM of sailing and almost one year (since leaving Yarmouth) of living aboard a 23ft (7m) boat, but I was finally in the Caribbean.

A celebratory drink was the order of the day. Little did I know then that my one year stint living aboard *Eileen* was about to stretch to three.

Stalled journey

September arrived hot, too hot. I've never been anywhere the heat bothered me as it did in

Chaguaramas, Trinidad, and that includes deserts of Egypt and Oz. The sultry air sapped my strength and just walking between the yard and the ship chandler was exhausting work. With the many facilities at hand I was still expecting a speedy conclusion to my annual maintenance on *Eileen*, but nobody in their right mind hustles here!

Obsessed with the idea of escaping Trinidad's muggy heat, the concept for a marina and yacht maintenance complex back in St Laurent du Maroni was born. With a little help from some friends, the idea became a proposal, duly submitted to council. The response was swift and positive, so as soon as *Eileen* was back in the water I pointed south and sailed back to French Guiana. Time to turn the proposal into a project.

Would this spell the end of my sailing adventures? Not likely. If anything, it added a new impetus and served to ensure my exploits

continued. My little blue Yarmouth 23 had simply found a new home in the jungles of French Guiana, and if all went well, St Laurent would soon offer the maintenance alternative I had so eagerly sought. In theory.

Back and forth!

In practice, the task I had set myself was herculean, but a man of constant leisure has time for chipping away at logistical and administrative hurdles. Having gained strong support from the local authorities all I really needed to do was convince sailors to brave the passage south.

This sent me scurrying back and forth between French Guiana and Martinique on what might be called fact-finding missions. Of course, it was never all work and no play.


Discovery of Guyana

It was on just one such fact-finding tour I discovered the vital missing link (in the form of an intermediate

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Laurent, I went in search of fuel at nearby Guyana with a small degree of trepidation.

What about pirates?

Well what do you know, it's evidently no more than a wild rumour. No pirates waiting to pounce on unsuspecting single-handed yachtsmen in Guyanese waters after all. What I found instead was a unique cruising destination full of rather pleasant surprises.


Bartica services the burgeoning gold mining industry in Guyana, so it's not your average tourist destination, but if you want to see what a frontier town looks like you need go no further. I revelled in the raw abrasiveness of the place. It permeated authenticity. No prettily painted Disneyland fruit stalls to appease the tourist psyche, just functionally brute reality.

A rally is born!

Not even a handful of yachts could be found south of Trinidad. Where was everyone? Apart from hiding from hurricanes up north, I suspect they were all sweltering through boat maintenance in Chaguaramas. As I had discovered such splendid alternatives, it was time to share the experience with other sailors, tempting them further south with a rally.

Teaming up with others, a new annual event, the Nereid's Rally was born (see marinaslm.com/rally).

Now, rather than hunker down for six months waiting for the next sailing season, you can visit some of the least known anchorages in the Atlantic. Leaving Trinidad around the start of September, the rally lasts three weeks with stops in Guyana, French Guiana and in Suriname.

Organisers hope that the rally will be instrumental in dispelling some of the myths that surround sailing south of Trinidad and Tobago. 

port), that would trivialise the journey south from the Caribbean.

It was supposed to be a quick sail back to French Guiana from Martinique, but two weeks later I found myself battling thunderstorms, drifting to southeastern Venezuela.



EILEEN OF AVOCA

Yarmouth 23

LOA: 23ft 2in (7.1m)

Beam: 7ft 6in (2.3m)

Draught: 2ft 11in (90cm)

Builder: Neil Marine, Sri Lanka

Designer: Wyatt and Freeman



Top: Beached for boat maintenance in Ribeira Salvador

Above: Gold prospecting on the Maroni River

Progress at 1 knot was frustratingly slow, but despite this I might have arrived with time to spare if I hadn't been swamped by a rogue wave! I was dozing on my bunk when, without warning, *Eileen* was knocked sideways in a rush of noisy white-water which instantly drenched everything in the cabin.

It appears that a Yarmouth 23 isn't troubled by the extra weight of a temporary aft jacuzzi. I wish the same could be said for the captain who was slowly coming to realise that everything that hadn't been tied down was now adrift, including *Eileen's* precious fuel reserves. Without enough diesel to reach Saint



ABOUT THE AUTHOR

David Matelicani got into sailing in Mauritius at the age of six, where he hired a dinghy with his brother for the day with the proceeds of their exploits on the one armed bandits.

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Batz does attract day-trippers, but there are plenty of sparsely populated beaches and the island offers lots of exploring



It was shaping up to be one of those days... For a variety of reasons we left Trebeurden later than planned, which meant the tide would most likely be too low for us to enter the drying harbour of Porz Kernock on Île de Batz by the time we arrived. And whilst a steady northeasterly meant we were having a good sail, the fishing wasn't going quite so well. Within an hour of our departure we'd lost one paravane, two complete sets of feathers and my favourite Dexter lure. Even at eBay prices this was starting to annoy.

With fishing activities on hold, we made a swift passage under full genoa on a fair tide. The huge Ar Chaden cardinal marks the entrance to the Chenal de l'Île de Batz, flowing between the island and the mainland. And while the channel was well explained in the pilots, almanacs and charts we had on board, Batz itself barely got a mention, so we weren't entirely sure what the entrance to Porz Kernock would bring.

By the time we arrived at the ferry pier at Porz Kernock and the white pyramid marking the shallow entrance, the tide was over half way out. Even in an Ovni, we wouldn't make it far before running aground, so we turned back towards Roscoff and picked up one of the waiting buoys off the Vieux Port. On the way down the channel we noticed several small bays on Batz that didn't merit any mention in the on board library, but looked like peaceful anchorages if you carefully checked the sea bed for rocks.

That evening, with the tide on the rise and dinner in the oven, we slipped back towards Porz Kernock and picked up a local mooring buoy by the ferry pier, where we could keep an eye on



SECRET PLACES

Île de Batz

Fearless mudlark
Paul Brown explores a
drying anchorage off
Roscoff little used by
British cruisers

the increasing depth between the white entrance pyramid and the shore.

All of a sudden, a dark shadow loomed, and one of the many *vedettes* (ferry boats) was almost on top of us, only inches away. This was his not so subtle way of telling us we had borrowed his mooring. We only had another 30 minutes to wait, and as soon as a small local RIB slipped over the entrance and out into the channel, we followed a reciprocal course and headed into Kernock. Being the first boat in on this tide, we picked a clear space and dropped the anchor just south of the church, in 0.5m of water.

Having rowed ashore the following morning, we hired bikes and set about thoroughly exploring the island. Batz is full of local, lively character, and the town was lovely. Residents sold homegrown produce outside their doors, a fishmonger offered a huge variety of local catch, and the cafés filled as day progressed in tandem with the chime of the church bells.



ALL PICTURES: PAUL BROWN

Heading west took us through a wonderful campsite right on the beach, with stunning views over the channel to the mainland. We climbed the lighthouse immediately north and took a mid-morning break in the café beneath. The track along the northern side of the island meanders past farms and smallholdings which are actively worked. From the mainly rocky shore we could see the occasional yacht on passage further west. At the eastern end of the island, the Jardin Georges Delaselle offered a peaceful afternoon walk amongst many exotic plants and trees, and the 19th century fort and bunker offered clear views towards Roscoff and the Brittany coast.

As our time on Ile de Batz drew to a close, we were sad to depart such a lovely island with its friendly inhabitants and their bustling village. With the tide on the rise, we weighed anchor and crept slowly out, enjoying our last glimpses of the island as we continued on our Brittany cruise. 🌊

POB0KERN0ERK47804296N0004600600W



Pilotage

The main harbour of Porz Kernock, and several other anchorages, all lie in the Chenal de l'Île de Batz, the channel between Roscoff on the mainland and the Île de Batz. Tides run hard in this narrow passage, which has frequent, well marked rocky dangers, so approaching with the tide in your favour is advisable.

Into Porz Kernock

Whilst there is a marked channel to the commercial quay, visiting yachts tend to enter between the white pyramid marker on Île Kernock and the ferry quay. Beware of the long stone spit that comes all the way out from the quay to the S cardinal mark – don't take a shortcut unless you know there's enough water! The bottom is mainly mud, with sand right at the top of the beach, so there are plenty of places to anchor – just keep clear of the very heavy ground chains of the ferry moorings.

Ashore

Being only a stone's throw from the mainland, Batz hums with day visitors, but has the charming, vibrant atmosphere of a working island. Hiring a bike is the best way to explore the island and its plethora of tracks, which you can comfortably do in a day. The village shops offer a range of supplies, with additional homegrown produce available directly from local houses. The botanical gardens on the eastern end are well worth a visit, with some historical forts and bunkers close by.

Nightlife

A variety of cafés and restaurants can be found on the quay, which is a great location to watch the evening slowly ebb. Despite being an island, prices seemed entirely reasonable. The island holds several events – we were lucky enough to be there on Bastille Day with live music in the evening and fireworks – so check the calendar if you plan to visit.

Share your own secret place, your thoughts about drying out, Batz or on any sailing issue



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A crowd pleaser



Under new management – does the new Dehler 38 live up to its respected name? **Duncan Kent** thinks she does

Dehler yachts have always been designed to satisfy a yearning for speed and performance under sail – and the new 38 is definitely no exception.

The German company has had its fair share of financial ups and downs over the past decade, but now, as part of the giant Hanse Yachts group, the brand appears to have steadied itself once again and is back to producing top-class sailing cruisers.

The Dehler 38 first appeared at the 2013 Düsseldorf boat show, where she attracted a swarm of enthusiastic sailors keen to see if the new ownership had produced results. It appears that it has. This brand-new design by renowned naval architects, Judel/Vrolijk, certainly fits the design brief for a comfortable and fast offshore cruising yacht. Despite the J/V team also being the creators of the new, and slightly more sedate Hanse cruising range, the two are by no means clones. Plenty of input and advice from the brand's founder, Karl Dehler, has ensured that this yacht has retained many of the finer points

of the well respected brand, such as the lightweight balsa sandwich for her hull and deck, a keel-stepped mast and a mainsheet track across the cockpit – to name but a few.

She now not only sports twin wheels and drop-down transom platform (both almost mandatory nowadays), but also bristles with numerous other smart ideas and pragmatic solutions.

In a Hamble marina filled with beamy new cruising yachts she looks somewhat waif-like, sporting a fine bow and conservative beam (by today's standards). While this gives her an arrow-like overall appearance, it consequently also reduces the amount of interior volume – albeit not by a massive amount.

Near vertical ends make the most of her waterline length and give her a powerful demeanour, while her sleek superstructure, flush hatches and gently rising sheerline combine to produce a look that demands a second glance.

Her decks are easy to negotiate and clear of any toe-stubbing obstructions. The cockpit-adjustable genoa tracks are tucked well inboard, giving her

Cockpit

Not as ludicrously wide as some modern cockpits, the Dehler's has everything to hand for the short-handed sailer, but enough space to relax too



ALL PICTURES: JOE MCCARTHY





Woody & warm

Narrower than some, however there's still plenty of room in the forecabin

headsail a nice tight sheeting angle as well as keeping the side decks free from trip or snagging hazards. Her foredeck is spacious and the coachroof melds into it with just the slightest step down, so headsail and ground tackle handling is both safe and easy.

Her cockpit is pragmatically arranged and is likely to appeal to sailors and cruising passengers alike. Most of the sail controls are easily within reach from the helms, while still giving clear access aft to the large transom platform for accessing the water or dinghy.

Two lockers beneath the sole behind the wheels provide some useful stowage for deck gear and a liferaft. If you choose the twin aft cabins, then you have to settle for two shallow cockpit seat lockers, but in the single cabin model the portside locker is full depth.

She has a 9/10ths fractional rig with a keel-stepped, tapered alloy (carbon option) mast incorporating a fair bit of pre-bend and twin swept spreaders. The mast is supported by discontinuous cap, lower and intermediate shrouds and a bifurcated, fibre backstay with powerful 48:1 mechanical tensioner. A gas-sprung vang supports the boom without a topping lift.

The standard suite of Elvstrøm cruising sails includes a fully battened mainsail with Dehler's own Maindrop sailboat/lazy jack system

and a 105 per cent tri-radial genoa on an above-deck Furlex 200 furler.

For speed freaks, options include carbon spars and performance laminate sails, including a large gennaker and/or spinnaker.

Quality accommodation

As I descended the companionway steps I was expecting a rather stark, 'stripped out' interior that many of the more performance-orientated yachts often have. I was pleasantly surprised. One of the Hanse yard's finer points is its quality and choice of interior design options and this has clearly been transferred across to its sister range.

Rather than the acres of white, hose-down plastic I'd been expecting, there were nice, traditional wooden bulkheads and lockers, teak and holly sole boards, and pleasant off-white upholstery with all the trimmings.

Two models are available – with one or two aft cabins. Ours was the former, but basically all it meant was that the second cabin to port had no upholstery and you had to walk through the heads to reach it! This made the loo/shower area fairly compact with the door shut. Apparently the plan for future boats is to make a proper, deep cockpit locker with a good size wet locker in the two-cabin model, but the owners of our test boat seemed perfectly happy with this compromise, using the bare cabin and bunk base for general stowage, while retaining the option to make up a further double berth if required.



Fridges galore

Her galley is surprisingly well equipped and includes two fridges, one front loading for drinks and snacks, the other top-loader has lift-out baskets for easy access



Luxurious layout

2

For a fast boat that is likely to be regularly raced, she has a surprisingly comfortable interior, ideal for longer cruises

in port and keeps young fingers away from the switch panel!

Other than that it's a very pleasant environment to be at sea in as the interior exudes a warm and 'woody' feel, which is further enhanced by cleverly-concealed LED lighting.

While she's not as beamy as some, apparent in the slightly smaller berth dimensions both forward and aft, who needs acres of space to be thrown around in under way? Headroom, at over 6ft (1.8m), is perfectly reasonable throughout. The berths are comfortably dimensioned, without excessive 'roll about' space, and the galley is well equipped with plenty of stowage for food and crockery, as well as both top- and front-loading fridges.

Ventilation is also surprisingly good all round, with every portlight opening and a large hatch above the saloon table bringing in light and air.

Getting under way

We were keen to get on the water to see if she would perform as well as her looks suggested. We hoisted full main and genoa in around 15 knots of wind and were very quickly beam-reaching down Southampton Water 8.2 knots. She felt beautifully balanced with no more than fingertips required on the helm. Once we were into the more open waters of the Solent we flipped her through a couple of effortless tacks, losing very little momentum through the manoeuvres. Tacking angle was an impressive 74° and, close-hauled, she pointed up to 28° off the apparent wind when pushed. Even then she was still flying along at 5.8 knots!

During the occasional strong gusts as the sea breeze filled, she simply dug her heels in and translated the extra wind into sheer forward power. Despite my slowness at de-powering the German mainsheet, not once did she hint at rounding up or straying off course to any degree. Letting the traveller down the track a little

Well finished

Left: Her heads compartment is a little odd in this boat, but could be much better in the standard two-cabin model

Right: The chart table is compact and slides across to improve seating around the saloon table



"She simply dug her heels in during the gusts and powered ahead regardless"

The chart table is just large enough to hold a cruising folio and slides aft to increase seating space. I'm not sure I favour having to leave locker door lids open to read the instruments or operate the VHF, but it does tidy things away neatly when



Balanced

1

She's a powerful performer to windward, pointing up to 28° off the apparent wind

Nice lines

2

Not only does she have a sprightly performance under sail, but she looks pretty good on the water too!

allowed us to de-power her while retaining optimum mainsail trim more effectively.

Off the wind, she cried out for the extra sail area we didn't have on board as, having only been commissioned the previous day, our test boat had just the standard wardrobe. With her large main sheltering the conservative genoa our downwind speed was far less than it could have been, but nevertheless we still managed a healthy 5.8 knots in 12 knots of true wind.



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



Foldaway cleats

On a yacht that is likely to be raced competitively as well as cruised it's good to reduce the number of possible deck snags



Deck storage

Storage for deck items and sails is remarkably good for a modern performance yacht and there's a dedicated liferaft locker as well



Top speed of the day was 8.4 knots at between 70° and 80° off the apparent wind but, so well is she set up that you don't really notice how quickly she's moving until you suddenly find yourself right beside what was a distant mark a few minutes earlier!

To sum up her performance – she's an absolute delight to sail. Well balanced, sprightly through tacks, light on the helm, tracks as if she's on rails and generally feels like a fully-spec'd racing machine – but without the twitchiness of a thoroughbred racer.

Under engine she's a cinch to manoeuvre, spinning in her own length and cruising along at a quiet and effortless 6 knots at an economical 2,000rpm in calm waters. Pushed to 2,500rpm nudged the log to just over 7 knots, and flat-out she made 8.2 knots at 2,800rpm – while remaining surprisingly quiet and vibration-free.

DUNCAN'S VERDICT

As one might have expected knowing that Karl Dehler himself had a hand in the design of this new 38, her sailing credentials are unquestionable. What is surprising – and clearly this is where Hanse's influence has dominated – is the quality of fit-out in the accommodation.

This is a sailor's yacht, which, with the addition of a few more performance options, can be raced competitively if desired. However, she will perform equally well as a comfortable and safe offshore cruiser for less ambitious family holidays.

The basic price is very competitive, given how much good quality gear comes with her in the standard package, but if you get carried away and add too many of the highly desirable options you will soon see the end price escalate to a rather more disconcerting level!

SAILING ABILITY: ★★★★★

COMFORT: ★★★★★

BLUEWATER: ★★★★★

SPECIFICATION

PRICE: FROM £155,148 (BASIC SAIL-AWAY)

LOA: 37ft 1in (11.3m)

LWL: 34ft 1in (10.4m)

Beam: 12ft 4in (3.8m)

Draught: 6ft 7in (2m)

Displacement: 7,100kg (15,620lb)

Ballast: 2,250kg (4,950lb)

Sail Area: 852sqft (79.3m²)

Fuel: 160lt (35gal)

Water: 300lt (66gal)

Berths: 4/6

Engine: 28hp Volvo D1-30 diesel

Transmission: Saildrive/2-blade folding prop

Designer: Judel / Vrolijk

Builder: Hanse Yachts/Dehler
www.dehler.com

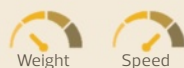
UK agent: Inspiration Marine Group, 023 8045 7008, www.inspirationmarine.co.uk

PERFORMANCE

AVS: 135°

Sail area/Displ ratio: 21.8

Displ/LWL ratio: 176



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



IF THE DEHLER 38'S NOT RIGHT FOR YOU...



X-YACHTS XP38

FROM €245,000

One of a new generation of performance X-Yachts sporting vacuum-infused, epoxy foam sandwich hulls and substantial load-bearing carbon-fibre hull/keel girders. Her composite interior is bright and airy, with surprisingly comfortable accommodation.

**X-Yachts GB, www.x-yachtsgb.com
+44 (0)23 8045 3377**



JEANNEAU SUN FAST 3600

FROM £130,750

Jeanneau's latest performance yacht should prove a hit with fans of the Sun Fast range. Her vacuum-infused hull has a hard chine at her quarters, twin wheels and rudders, a deep lead keel and a generous 69.8m² sail area.

Below is a comfortable and practical cruising layout with three spacious cabins.
www.jeanneau.com for nearest UK dealer



ELAN 400

FROM £169,000

The new Humphreys-designed Elan 400 sports contemporary twin rudders and hard chines to ensure improved stiffness and more precise tracking. She's built using the latest vacuum infusion techniques to ensure hull strength and integrity whilst keeping her weight down.

**SD Marine. +44 (0)23 8045 7278
www.sdmarine.co.uk**



Main: Sailing schools loved the go-anywhere Fulmar 32
Opposite: The accommodation could sleep seven in comfort

NICK DAY

Full marks to Westerly

The Fulmar was one of the first family-sized yachts to combine responsive sailing with heavy weather ability as **Jake Frith** recalls

The first modern glassfibre yacht I sailed on a 'proper overnight passage' was *Menai II*, a Westerly Fulmar, out of Plas Menai sailing school in North Wales. It does not make my first tentative steps into cruising particularly unique, as in the 1980s many sailing schools bought into the package the Fulmar offered. Sailing school boats need big cockpits and plenty of berths, for obvious commercial reasons, but they also need to be safe in poor conditions as courses still run when most owner/sailors would remain snugged down in the pub.

Additionally though, instructors also benefit from boats with fairly direct, even dinghy-like reactions, so beginners can learn more easily.

THE SPEC (FULMAR 32)

- LOA:** 31ft 10in (9.7m)

- LWL:** 26ft (7.9m)

- Beam:** 10ft 11in (3.3m)

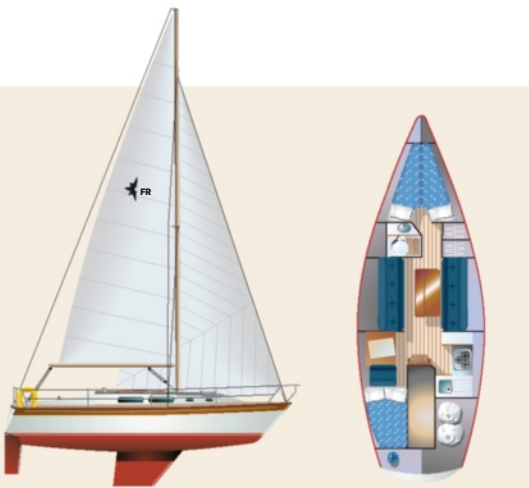
- Draught (fin keel):** 5ft 3in (1.6m)

- Displacement:** 4,490kg (9,900lb)

- Windward sail area:** 566sqft (52.6m²)

- Designer:** Ed Dubois

- No built :** 435



The Designer

Ed Dubois



SAM PEARCE

"I love the Fulmar. She's my favourite of all the boats I designed for Westerly.

"I first got the job to design the Griffon for David Sanders when a little half-tonner I'd designed called *Santa Evita*

won the Nab Tower Race by overtaking the others upwind in a 30-knot blow.

"For the Fulmar, my second Westerly commission, David wanted a fractional rigged boat, which was quite advanced at the time. I was asked to produce a boat that was seaworthy, easy to handle, good to windward and stable downwind.

"I realised that a broad stern was the way to go – she

looks narrow by today's market – but it gave her more sea legs and better accommodation. The bow was fine enough that she would go well to windward.

"I also pulled the centre of buoyancy back. People stow so much clobber that boats can be weighed down aft. With that and her higher prismatic co-efficient, the Fulmar was easier to sail downwind in a blow."

size of the cockpit. Richard confirms: "We've had 19 aboard and 11 to dinner; she's a fantastic party boat."

The Spencers are real sailors, though, who dismiss *Inadee's* summers in the Med, heavy weather Biscay crossings and Baltic explorations with a wave of the hand.

Sailing Today's Rupert Holmes test sailed a well-used sailing school Fulmar back in our September 2001 issue. Close hauled in a Force 4 with one reef in the main and four rolls in the genoa she tacked through 85°, making up to 5.5 knots at less than 20° of heel. The fin keel test boat was responsive to sail trim, too, thanks to her fractional rig. She was fun to sail and finger light on the helm throughout.

The boat was also offered as a bilge keeler, but like her older and smaller sister, the Griffon, these were not bilge keels as the 1970s designs had known them. Ed Dubois' Westerly bilge keels were much thinner foils than many that had gone before, with slightly deeper draught, too. It would take an experienced sailor to tell by sailing her whether a Fulmar had the bilge keels or a fin.

The design received a makeover in 1992 with the Fulmar 33, sporting reshaped windows, updated joinery and a sugar scoop stern. The Fulmar 33 then had its last hurrah as the internally updated Ocean Edition but despite the introduction of more modern designs like the Storm 33 back in 1986, customer demand kept the Fulmar in production right through until 1997. ♦

THE SURVEYOR

Nick Vass, Omega Yacht Services

The Fulmar is a sound yacht, but the bilge is shallow, and the transverse floor beams that support the keel on fin keelers are not high enough. They can either crack, bend or break away.

The bondings/tabbings of resin and matting that attach interior bulkheads to the hull can break away if the boat has had a hard life, as many have. Check the gearbox for wear, and the exhaust manifold elbow.

Westerlys had two layers of gelcoat which are prone to osmotic blistering between the layers and they can suffer from crazing on the cockpit coamings.

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

THE BROKER

Ross Farncombe, Sunbird Yachts

Viewed by many as Westerly's most successful yacht, 435 Fulmar 32s were made between 1980 and 1992. There are 15 boats of all ages on the market at present, ranging in price from £22,500 to £32,500.

In the last year, six boats were sold – from a 1986 model achieving £52,750 to a 1984 for around £25,500. Average sale prices of £36,000 against an average asking price of £46,500, though the cheaper boat did require some work. Asking prices have dropped considerably over the last year or so, meaning that there could be some excellent buys to be had.

► **Contact:** www.sunbirdyachts.eu

This was the real selling point of the 32ft (9.7m) Fulmar; it was a reactive living thing under sail. After all, there are any number of boats that can look after their crews in a blow just because they have a titchy rig, but there are only a few seriously seaworthy boats that can put a smile on their helmsmen's faces in light airs too. But it was not just sailing schools that bought Fulmars. With over 450 32 and 33 foot Fulmars sold, this was one of the more successful designs of its size for the Waterlooville builders. Matched Fulmars were even selected for use in the prestigious Royal Lympington Cup match racing series.

Stepping aboard Richard and Christine Spencer's well travelled 1985 Fulmar *Inadee*, I'm struck by the



On test

*'Some form of
natural power
resource is essential
for bluewater
cruising'*





Above: We decided the best way to test the turbines was to mount them on poles in an open field. The outputs were logged using a Datacell and laptops

THE BIG TEST: WIND TURBINES

NOT ENOUGH POWER TO RUN ALL YOUR FANCY ELECTRONICS? **DUNCAN KENT** TESTS NINE DIFFERENT WIND TURBINES TO SEE WHICH PERFORMS BEST

Power, or the lack of it, is fast becoming quite a problem for the modern cruising yachtsman. Never before have sailing yachts carried so much electrical and electronic equipment – all of which requires a huge amount of electrical power to support when away from the grid. For this reason, pretty much every yacht equipped for long offshore passages or extended stays away from a marina will have some means of charging its battery banks using the power of nature wherever possible.

The humble marine wind generator has been around for a few decades now and has been refined to a high degree of efficiency. Better alternators, CAD-designed blades and smart charge controllers all play their part in making the latest devices extremely powerful, yet as quiet as possible.

How many blades?

The most noticeable difference between the batch of turbines we tested were the number and size of

their blades. There appear to be two schools of thought here, with some having six blades and others just three.

Since the introduction of the more powerful types a decade or so ago, three-bladed models have become increasingly popular. One of the first, the Air-X, worked very well as a generator, especially in high winds, but was so noisy that neighbouring boats would either complain loudly, or move away as far as possible in an anchorage. Not the best way to meet friendly cruising folk!

Since then three blades are still found on many of the high-power turbines, but the latest CAD blade design technology has helped considerably in reducing noise levels while retaining their electrical 'grunt'. Saying that, they are still louder than the shorter, multi-bladed models in a strong blow.

Installation

If you plan to install the turbine yourself, we would suggest you ask your supplier what items will be necessary for your installation. Otherwise you'll probably spend

THANKS TO
Merlin Equipment Ltd (merlinequipment.com), for supplying the batteries, cables and Datacell power logging equipment. Orolia Ltd (www.mcmurdolimited.com) for supplying the Davis Instruments Vantage Vue weather station and WeatherLink logging software



more time and money having special poles fabricated and drilled to suit.

For the common three-pole tower mount at the pushpit of a sailing vessel, the turbine will require a central mast (through which the cables are usually fed) that is strong enough to support the weight of the unit and of thick enough section to resist the side forces produced under strong wind conditions. This pole must also be long enough to place the blades well above the crew's heads – usually 3m (10ft) or more above deck level.

Alternative mounting positions are at the head of a mizzen mast on a ketch. Masthead mounting on a sloop, however, is not recommended for two reasons: top hamper (too much weight at the top of the mast) and distance from the batteries (too high a voltage drop).

Having had several turbines on my last three yachts I would also recommend you try to include some form of 'damping' between the support poles and the deck, to reduce vibration noise below decks. A heavy rubber insulator between the main



Right: The turbines were mounted on scaffold poles attached to well buried fence posts

Below: The Vantage Vue system enabled us to record wind speed every second



support tower and deck will make a world of difference if you have to leave it running while you're asleep!

One other thing – we suggest you put a dab of Loctite or similar on all the bolts during assembly, to prevent them vibrating loose. Alternatively, use Nyloc nuts.

Charge control

At some point your battery bank is likely to become fully charged and any further energy being produced by the wind turbine is no longer

required. In very high winds this excess charge current could well damage your batteries, unless they are protected in some way.

Turbine manufacturers do this in several different ways, but they all offer some sort of charge controller or regulator, usually as an optional extra. For example, the regulator for the Ampair 300 came in a large blue metal box containing a complex arrangement of useful instruments including an on/off switch, circuit breakers and volt and ampere meters. The Silentwind also has a smart box with on/off controls and an LCD display for performance monitoring.

But the simplest form of electrical regulation is for the skipper to simply switch the turbine off when no further charge is needed. Most turbines can be electrically 'braked' by shorting their output wires immediately after the turbine and before any external regulation equipment. A high-current (50A-plus) two-pole switch is used for this and a suitable model can normally be ordered as an optional extra. This action usually slows the blade

CABLING

SIZE – The size (or, more accurately, the cross-sectional area) of the cable required depends on the distance from the turbine to the batteries. Too small a cable will increase resistance and voltage drop and can also create a fire risk at full power. Consult your turbine supplier for specific recommendations, but the table below gives a rough guide to safe cable sizes.

WIRE SIZES (CROSS-SECTIONAL AREA IN MM²)

Max current	Total circuit distance (turbine to battery and back)			
	<9m	<15m	<18m	<21m
10A	2.5mm ²	4mm ²	6mm ²	6mm ²
20A	4mm ²	6mm ²	10mm ²	10mm ²
30A	6mm ²	10mm ²	16mm ²	16mm ²
40A	10mm ²	16mm ²	16mm ²	25mm ²

TYPE – Always use tinned, multi-stranded marine cable to ensure best performance. Solid conductors should not be used as they are more likely to break if subjected to continuous movement.

PROTECTION – All suppliers will recommend the minimum fuse or circuit breaker size required for the output cabling. It must always be installed before any other device is encountered.

RECTIFIER – Wind turbines initially produce AC current, but most convert this to DC with a rectifier inside the housing. This leaves just a positive and negative wire to be connected. A few have three AC wires, which have to be connected through a diode rectifier to convert to DC. This can be installed separately or fitted inside the charge controller. AC cabling suffers less voltage drop than DC.



Charge controllers or regulators usually come as an optional extra

rotation to a crawl, making it safer to approach and tie off if necessary.

You could make this function automatic by including a voltage-sensitive on/off switch that would trigger at a pre-set threshold. One turbine – the Air Breeze – has this system built-in.

It isn't an ideal long-term or storm-force wind solution, however, so the most commonly used regulatory system for wind turbines is, in fact, the use of 'dump' load resistors. These are very high-load (usually around 500W/0.5 ohm) and burn off unwanted charge by heating up to dissipate the energy. While this method works well, it isn't ideal in hot climates where any additional heat below decks is not appreciated.

Another alternative is to automatically switch the turbine's output to open circuit – ie. disconnect it from the batteries. While this won't damage the turbine, it will often allow the blades to rotate even faster than normal, resulting in increased noise levels.

Storm conditions

Leaving a turbine spinning in seriously high winds (Force 8 or higher) risks it flying apart, burning out the cabling or destroying your battery banks. Some models incorporate a thermal cut-out,

which disconnects the generator from the batteries if it overheats. Others have feathering blades that either flatten out or turn edge into the wind to regulate turning speed at wind speeds over 25 knots or so. This is a simple and effective method of slowing the blades, although it can be noisy unless you also turn the turbine out of the wind and tie the blades off.

Be sure that when you tie a line around the blade and mounting pole, that it can't simply drop down with the force of the wind or movement of the blade as it tries to rotate, or you'll be back to square one very quickly! Taking a turn or two around the blade itself before tying it off will help.

Costs

In addition to the cost of the turbine, you will need to consider the cost of installation hardware, charge control, cabling and instrumentation. All of these can add a considerable amount to the bill – often equivalent to the cost of the turbine itself!

Do not be tempted to save on cable size, however, as this will adversely affect the performance of your turbine and present a fire risk.

TEST CONDITIONS

After consulting the manufacturers and other experts we decided to set the turbines up on a north-south line across an open field, 400m clear of any tall trees or buildings. This is considered a better option than roof-top testing or wind-tunnel testing, which fails to replicate the gusty nature of the wind. The results capture the turbines' performance in typical UK weather conditions. Readings taken when the wind blew within 10° of the N-S line were ignored in case any turbine was adversely affected by turbulence from another.

We wired the turbines to a test rig containing 90Ah AGM batteries and a Merlin Datacell power-logger that measured amps, volts, amp-hours and state of charge of each battery/turbine combination over two, 24-hour test periods in winds varying from 3 knots to 24 knots. Unusually for October, there were no gales during our tests, so we couldn't log performance in very high winds.

Wind measurements were logged using a Davis Instruments' Vantage Vue weather station with accompanying WeatherLink PC logging software.

No form of regulation or charge control was used during the trials. The batteries were kept at 50 per cent charge at all times so that the turbines would perform to their maximum.

TESTED



AEROGEN 6

This is the largest and most powerful turbine in the Aerogen family, which includes the Aerogen 2 and 4, as well as the Aquagen wind/water combi unit. It is quite a bulky unit that is probably best suited to larger cruising yachts of 45ft-plus LOA, although if it's bang for buck that you are looking for this model is one of the more powerful of the units tested, despite rotating quietly at moderately low speeds.

Output is 12V or 24V DC and a dump load regulator is optional. The charge controller has two outputs, separated by diodes, to feed into two different batteries, one of which (engine start battery usually) will be given charge priority.

Assembly

Assembly requires you to set the pitch of the blades



from £1,363

by aligning the marks on the blades with those on the hub. We weren't keen on the way it attached to the pole as there is a risk of chafing the wires as you slide the clamp over the yaw shaft.

Trials

This is a very quiet model that starts to spin in the slightest of breeze and produces decent power from 7 knots upwards.

The multiple blades and large tail fin manage to keep the turbine from yawing wildly in the gusts, which helps to improve its overall efficiency.

Apparently the output is able to rise steadily all the way up to 40 knots of wind, when the specs say it will produce an impressive 28A.

VERDICT: ★★★★★

Quiet when running and quick to start and output is well above average at all wind speeds. It looks very well made, though wouldn't win any prizes for styling.

► www.xylemflowcontrol.com



AMPAIR PACIFIC 300

from £1,594

Ampair has been making turbines for over 25 years and now produces 100W, 300W and 600W models in 12V, 24V and 48V guises.

The Pacific 300 model utilises 12 rare-earth (neodymium) permanent magnets on its shaft rotor, with a three-phase AC stator, all installed within a tough and waterproof, powder-coated cast aluminium casing with sealed shaft bearings.

The unit delivers AC power, which is converted to DC by fitting the rectifier supplied as standard, or using the one built into the optional charge controller. The latter is a large, 10kg blue metal box that contains a rectifier, dump load resistor, parking switch, circuit breakers, ammeter and voltmeter. It also has an input for solar panel(s).

Storm protection is provided by a PowerFurl system, which flattens the pitch of the blades in winds over 25 knots, using a centrifugal governor.

Assembly

This model proved a little tricky to assemble as the pre-drilled mounting holes in the blades needed reaming out to size before the bolts would fit.

Trials

The Pacific 300's steep blade

root pitch allows it to start rotating at around 6 knots – slightly better than some three-bladed models. The stiffness of the GRP blades reduced flexing at high speed, with a positive effect on noise.

Its performance in our trials was as reliable as expected, with outputs close to the manufacturer's stated performance in all winds.

VERDICT: ★★★★★

Ruggedly built, solid technology and above average performance. Although not particularly competitively priced the Ampair is a genuine fit-and-forget device, thanks to its blade furling system, and the whole unit has been designed to withstand the corrosive marine environment.

► www.ampair.com



ANAKATA A-007

from £1,000

Brand new to the market, this strange-looking beast appears to have been designed primarily for the terrestrial turbine market.

The blades are joined with an outer ring and it is designed to work downwind, having no tail fin – only a cowl over the support pole. This seems to put a lot of weight/strain on the pole and the bulky blade arrangement looks likely to fall away to leeward on a heavily heeled yacht.

Our test unit was a prototype, so wasn't made from the same non-corrosive materials as the final production model will be, but the generator and blades are the same.

Anakata claims the rotor design forces wind to accelerate through it, yielding greater rotation speed and power than other devices on the market.

Assembly

There's no need to assemble the blades as the rotor comes as one moulded unit. Assembly is simply a case of bolting on the rotor blade, screwing up the cowling, then mounting. At 17kg, it ties with

the flexible Duogen as the heaviest unit we tested.

Trials

In high winds, this turbine looks rather like the forward fan of a jet engine and makes a strange whining sound, but its output is pretty impressive. It's also very stable, even in gusty winds, despite us forgetting to put the cowl on first time.

Output is in AC, so a small external rectifier is supplied to convert it to DC before



connecting it up to your batteries. The turbine relies on an external charge controller and dump load resistor.

VERDICT: ★★★★★

Reasonably productive electrically and stable, but none of our testers wanted one on their boat – for reasons of aesthetics and practicality.

► www.anakatawindpower.com



TOP HIGH WIND PERFORMANCE

DUOGEN D400

Available in 12V, 24V and 48V versions, this unit is incredibly heavy so it will need to be mounted using a very stout tower. I suspect this is designed more as a terrestrial unit, although it is fully waterproof, corrosion resistant and probably bombproof too!

The D400 has been designed as a slow running device in order to keep noise to a minimum. The camber of its carefully-designed aerofoil blades vary continually from root to tip, making for a low speed start-up and quieter running in high winds. It also incorporates a high-efficiency, 12-pole, 3-phase alternator with twin stators for high output.



Its regulator utilises a resistive load to dump unwanted power and it can also be braked using an optional park switch, although being so powerful it can often

from £1,250

overcome the brake and keep turning. Tying off in high winds is therefore highly recommended!

Assembly

Fairly straightforward to assemble, although not the quickest and made more awkward by the sheer weight of the generator.

Trials

The five-bladed D400 was one of the quietest on test and started rotating very quickly, putting out an increasingly progressive rate of charge. It also appeared far less prone to yaw from side to side than many of the others, keeping its head into the wind and ensuring a more stable output.

Its sturdy build allows it to continue operating in very high winds, where it would be in its element producing a staggering 50A-plus in a strong gale!

VERDICT: ★★★★★

Good output in high winds and quiet and steady in operation. It is, though, extremely heavy so you wouldn't want to mount it too high off the deck. It's also close to the top of the price range, but represents good value for money in the bang-for-buck stakes.

► www.duogen.co.uk



BUDGET BUY

LEADING EDGE LE-300

from £480

Fairly recent to the marine market, Leading Edge is a UK company that supplies wind turbines for both marine and terrestrial installation.

The LE-300 is available in 12V, 24V and 48V versions and remarkably light (6kg), making it ideal for sailing yacht installation – even at the spreaders. It is also very competitively priced.

A run/stop switch is supplied that brakes the turbine by shorting the output. The unit can also be supplied with a charge controller (DL-300), which is a dump load style regulator that allows you to leave the turbine on 24/7 without fear of the batteries overcharging.

Assembly

Very easy to assemble and light enough to carry or hold in one hand. Output is simply via two DC wires.

Trials

The LE-300 is very light compared to all the other turbines we tested and one of the quietest of the three-bladed models.

Its blades are shorter than most, which means less noise at high speeds, though this appears to reduce its power output as well. However, it started up in only 6 knots of

wind, which was towards the better end of the performance spectrum.

VERDICT: ★★☆☆

Inexpensive, but comparatively poor performance in terms of amps.

► www.leturbines.com



The LE-300's dump load resistor is housed in a box





PRIMUS AIR BREEZE

from £1,135

This 12v/24v unit has an all-in-one cast aluminium housing and internal regulation, with an LED on the bottom to indicate which mode it is in.

When charging, the LED is permanently on. An electrical brake cuts in at wind speeds of 45 knots and slows the blades to tickover speed until the wind drops. In this mode the LED flashes once per second. The regulator also monitors battery voltage, going into braking mode at a pre-programmed voltage (Range 13.6–17.0V, default 13.6V), set by the user by turning an adjuster screw on the unit.

Assembly

A doddle to assemble as everything is in one casing, requiring a simple and quick blade assembly before being ready to mount.

Trials

This derivative of the original Air-X turbine has had its blades cropped to reduce noise, but it was still the noisiest unit on test by far. Worth noting it is compatible with the quieter Silentwind blades (cost c£400)

It was a little slow to start, as were many of the other three-blade models, but was soon charging at a reasonable, if not spectacular rate – maxing out

at around 13A in 24 knots of wind. Nice not to have dump resistors to mount somewhere as well.

VERDICT: ★★★★★

Popular with the testers for its simplicity and internal regulator, but not as productive as some at higher wind levels. If it is sheer grunt in a gale you're after, this wouldn't be your first choice, but in the average UK conditions it should be very good – if a tad noisy! Good value too, considering the regulator is included.

► www.barden-uk.com



RUTLAND 914i

from £630

This is the most powerful of the UK-built Rutland range of marine wind generators, which also includes the popular 913 and 504 models.

They have all proven reliable over many years of operation on both leisure craft and in commercial applications (channel light markers, railway signalling equipment etc.) and this latest version should be no different.

Rutland's 914i has the same physical attributes and dimensions as its earlier 913, only it features so-called 'maximum power point tracking'. This is a technology that makes the most of the turbine's generating power by matching voltage and rotation speed, smoothing its output and giving 30 per cent more power than its predecessor.

Two multi-stage charge regulators are available, including one with dual outputs for start and service battery banks. Both will also accept an input for a solar panel array of up to 160W.

These regulators work electronically to gradually brake the turbine in high winds or as the batteries near full

charge situations, rather than using resistive dump loads.

Assembly

Slightly more fiddly to assemble than some of the others, and the blades, which slot in at an angle, are a tight fit.

Trials

Very quiet in operation and the quickest off the mark in light winds. Well made, its heavy metal hub acts as a flywheel, giving it enough momentum to smooth out the pauses during brief lulls in the wind. Not a particularly high output, though, even in a good blow.

VERDICT: ★★★★★

Quiet and probably ideal to keep the start battery topped up on a mooring, but the unit is not really powerful enough for serious offshore cruising. Suitably priced, however, for a mid-range battery maintenance turbine.

► www.marlec.co.uk



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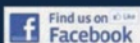
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www.seamarknunn.com



SILENTWIND 400

Another three-bladed model with moulded tail fin, the Silentwind turbine is heavier than it first looks because it has a higher-power generator than similar look-alikes – up to 420W, in fact.

Available in 12V, 24V and 48V versions, it has a three-wire AC output designed to be connected to a proprietary smart charge controller with LCD display and integral brake switch, although you could just run it through a rectifier for a direct DC connection to a large battery bank.

Assembly

As with most of the three-blade turbines, this was an easy model to assemble – helped by the no-hassle integral tail fin and a single bolt for each blade.

from £1,306

Trials

The Silentwind caused much mirth at first as it resolutely refused to start spinning – causing us to assume it was silent because it never did anything! However, once the wind rose above 10 knots it finally started turning and immediately began pumping out a useful amount of power. After its various bearings had been 'run in' for a while it managed to start at around 7–8 knots.

VERDICT: ★★★★★

Despite taking a while to start, it produces some serious amps, making it the fourth most effective at 12 knots and the second most powerful in winds over Force 6. Pricy, though.

► www.barden-uk.com



TOP OVERALL PERFORMANCE

SUPERWIND 350

from £1,376

The redesigned blades are very steeply pitched towards the hub, for an earlier start speed, and now have tiny fins along their length to make them much quieter at high speeds.

The blades incorporate a similar kinetic rotor control system to those on the Ampair. And they are designed to feather in very high winds, so with a charge controller in the circuit, the turbine can be left spinning in all weathers.

The SCR Marine controller supplied with the Superwind has two independent outputs, for start and service banks, and dissipates unwanted energy as heat via two dump loads.

Assembly

Not difficult, despite its unusual diameter shaft. With the nylon bush in place (glued on in our

case) your tower pole needs an internal diameter of 55mm; otherwise it is 44mm.

Trials

Certainly one of the quieter three-bladers, although we didn't run it in a gale. Slow to start, but when it did the charge output rose pretty quickly to a useable level. At higher winds it just seem to keep going up, giving us the highest recorded charge current of any tested in 24 knots of wind. Its larger than most high aspect tail fin kept it facing the right way.

VERDICT: ★★★★★

Simple, well made, not too heavy, reasonably quiet and a good output at both low and high wind levels. What more could you want?

► www.mactrashop.com

MODEL DETAILS			PRICING			BLADES		
Make	MODEL	W'NTY	TURBINE	REGULATOR	MOUNT KIT	NO.	MATERIAL	DIA
AEROGEN	A6	1yr	£1,363	£218	£395	6	GRP/nylon	1.20m
AMPAIR	Pacific 300	2yrs	£1,594	£456	£320	3	GRP	1.20m
ANAKATA	A007	5yrs	£1,000	£195	n/a	8	ABS	1.08m
DUOGEN	D400	2yrs	£1,250	£219	n/a	5	GRP/nylon	1.10m
LEADING EDGE	LE-300	5yrs	£480	£120	£400	3	GRP/nylon	1.00m
PRIMUS	Air Breeze	5yrs	£1,135	inc	£510	3	Composite	1.17m
RUTLAND	914i	2yrs	£630	£75	£120	6	Nylon	0.91m
SILENTWIND	400	3yrs	£1,306	inc	£510	3	GRP/carbon	1.15m
SUPERWIND	350	3yrs	£1,376	£318	£309	3	ABS/carbon	1.20m



CONCLUSION

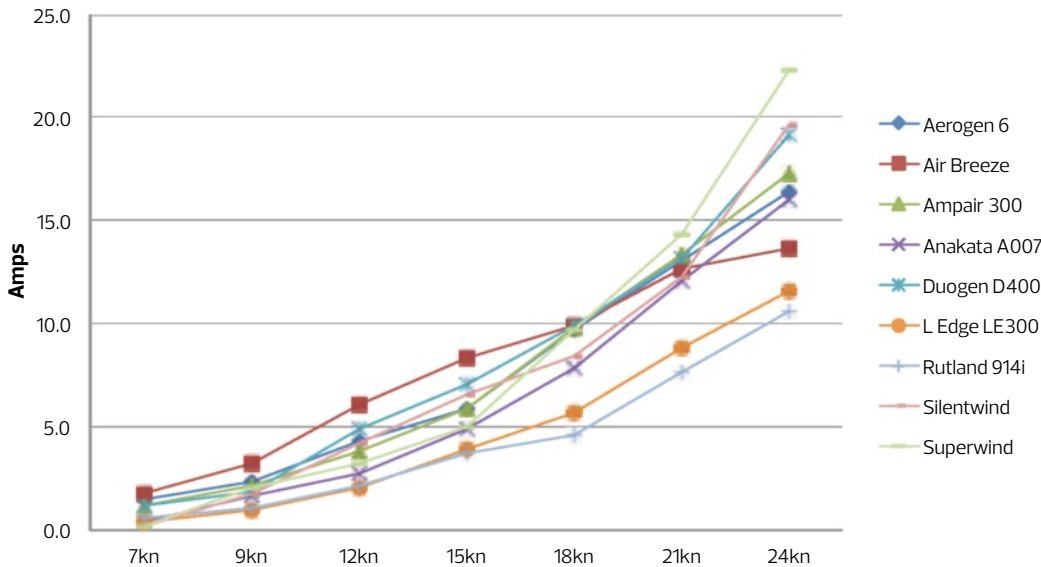
For UK cruising, where the wind usually blows between 8 and 15 knots, the quickest off the mark was the Air Breeze, which gave an impressive 1.8–8.4A between 7 and 15 knots of wind. The next nearest was the Duogen D400, giving 1.9–7.1A in the same conditions, followed closely by the Silentwind. The latter two were definitely the quietest, while the Air Breeze was easily the loudest of all.

For trade-wind destinations such as the Caribbean, I would opt for a turbine that can use the extra wind strength. The Duogen is the most powerful we tested and, with a charge controller fitted, should cope with near hurricane blows. It is closely followed by the Silentwind, although output is limited to 35A. All the turbines offer safe regulation in strong winds, provided you fit a suitable charge controller.

The final factor is build quality and maintenance. Turbines such as the Ampair, Aerogen and Duogen all have well-established pedigrees and withstand the harsh marine environment with little care. The others may well be just as good, but they've just not been in production long enough to be sure.

Going by the figures alone, the best all-round performance in all winds came from the Silentwind, closely followed by the Aerogen 6 and the Ampair 300.

Test results



Although the turbines' claimed output ran as high as 55A for the Duogen, our top wind speed of 24 knots did not allow this to be tested

SUPPLIERS' CONTACTS

Aerogen 6 – Xylem, 01992 450145
www.xylemflowcontrol.com

Air Breeze – Barden UK
01489 570770 www.barden-uk.com

Ampair A300 – Ampair Energy
01258 837266 www.ampair.com

Anakata A700 – Anakata Wind Power
+44 (0) 1865 236242
www.anakatawindpower.com

Duogen D400 – Eclectic Energy
01623 835400 www.duogen.co.uk

LE300 – Leading Edge Turbines
0845 652 0396 www.leturbines.com

Rutland 914i – Marlec Engineering
01536 201588 www.marlec.co.uk

Silentwind 400 – Barden UK
01489 570770 www.barden-uk.com

Superwind 350 – Mactra Marine
01934 517288 www.mactrashop.com

	AS TESTED				MANUFACTURERS' FIGURES					
	START SPD	NOISE	A @ 12KT	A @ 24KT	MAX PWR	WEIGHT	OUTPUT	REGULATOR	BRAKE	POLE DIA
	6.5kn	Low	4.3	16.4	360W (30A)	15.1kg	DC	Resistive	No	38mm
	6.0kn	Med	3.8	17.3	300W (25A)	10.5kg	AC	Resistive	Opt	40mm
	6.5kn	Med	2.8	16.0	300W (25A)	17.0kg	AC	Resistive	Opt	48mm
	5.0kn	Low	4.9	19.2	600W (55A)	17.0kg	DC	Resistive	Opt	50mm
	6.0kn	Low	2.1	11.6	300W (25A)	6.0kg	DC	Resistive	Yes	50mm
	5.5kn	High	5.1	13.7	160W (15A)	6.0kg	DC	Braked	Yes	48mm
	5.0kn	Low	2.2	10.6	260W (18A)	12.0kg	DC	Braked	Yes	41mm
	7.0kn	Low	4.2	19.7	420W (35A)	12.0kg	AC	Braked	Yes	48mm
	7.5kn	Med	3.2	22.3	350W (30A)	11.5kg	DC	Resistive	Opt	44/55mm

TEST TANK

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

Gocycle G2

£2,799

The British manufacturers of this bike are trying to get into the sailing market and on one level, they're probably right. The bike looks great with its sleek design, moulded magnesium body, single sided forks and oversized tyres. It is a guaranteed way to meet people, and makes the going very easy with a 250W motor capable of speeds up to 25mph.

The GoCycle will certainly appeal to less athletic cyclists who want a bit of help up the hill from the marina or coming home with their shopping. The lithium-ion battery stores 10.75aH and has a range of up to 40 miles (64km). The charge seems to last about a week with moderate use of an hour per day, and it can be recharged from the mains.

It has a slightly 1980s LED panel on the handlebars which tells you how much juice is left, how fast you're going,



and which of the three gears you're in. There's even a smartphone app which allows you to calibrate the bike so that the motor kicks in at a higher or lower rate of pedal effort, and to varies the top speed (legally 15.5mph in the UK).

Turn the power off, though, and the electronic gear shift ceases to function, making the bike a heavy single-speeder.



Above: The styling could grace the wall of any loft apartment
Above left: Folded size is fairly compact
Below: The handlebar houses LED status indicators

And herein lies the crux of the issue for me. I cycle because I relish the exercise, and this bike seems designed to chip away at that.

Not strictly a folding bike, it dismantles and packs away into a bag measuring 60cm by 76cm by 30cm (an extra £120). With 'pit stop' wheels that clip off the hubs and a pivoting frame, a honed user can get this process down to about two minutes, but it's not as fast, light or flexible as true folder.

Cleverly designed, beautifully styled and definitely a talking point, this bike could find a place on board a larger yacht with AC power. You will either love or hate its smooth power function, but it is not for the light of wallet! SF

VERDICT: ★★★★★
www.gocycle.com



Spinlock EJB tiller extension

£26

We've had this small tiller extension aboard for the whole of this season. The Isle-of-Wight-based deck hardware company provides a whole range of extensions – from this one at the dinghy or small cruiser end of the market to more hefty versions with stainless articulated joints and asymmetric handles. I opted for the smallest I could get away with, as I find a long extension with a bulky handle can get in the way on a small cruiser.

The EJB range has a fairly rigid flexible joint, which holds the extension 30° above the horizontal when



The elastomer universal joint is usefully rigid, unlike some other brands

unclicked and unattended. This helps prevent the handle dropping down and jamming into the cockpit coaming when going about. This is a small touch but very useful.

The product is light, strong and has performed its rather simple role admirably. The only negative I would point out is that in just six months, the anodising has already faded from its original black to a bronze. It's quite a nice bronze, and I actually prefer it, as it better matches my homemade leather tiller grip, but the anodising was clearly below par in terms of its UV resistance. JF

VERDICT: ★★★★★
www.spinlock.co.uk

Crewsaver Spiral 100N baby lifejacket

£35

Not a test dummy in sight, it was down to my brave 11-month-old son Hugo to step forward and put two baby lifejackets through a vigorous testing!

Crewsaver's entry level product is very competitively priced, and buying such a recognisable brand does bring some reassurance. Fitting the jacket isn't enjoyable and I would suggest some practice prior to your baby's maiden voyage.

The 30N minimum foam buoyancy providing the flotation is bulky and restricts head movement. Once we had the chest panels velcroed, zipped up and clipped together we could understand Hugo's dislike of the new garment.

There is a small back panel integrated with the belt and crutch straps that helped keep him in a flat position when on his back in the water,

Right: Hugo safely rolled onto the back position but with little protection from wind and chop

Below: The jacket is fitted with SOLAS retro-reflective tape



however this provides little insulation, so it is suitable only for warmish waters. It does perform its main role adequately, but sailing with an unhappy baby might defeat the point. *GF*

VERDICT: ★★★★★

www.force4.co.uk

Regatta Thermo Cruise Baby

£68

Norwegian company Regatta designed this jacket initially for the commercial sector and in 2002 it was approved to IMO requirements for passenger vessels. Like the Crewsaver it is



Perhaps a little commercial-looking in its labelling, but designed to fit superbly well. The baby's head is kept well above the waterline and free from the elements



certified as a 100N jacket but provides a minimum of 30N of foam buoyancy. The lifejacket provides insulation to vital body parts and is equipped with reflective hood, zip fastener, click belt, adjustable crotch panel as well as mother's line and whistle.

The jacket was easily put on and the foam panels were thin and flexible. In the water the hood not only cocooned the head, it considerably improved visibility. *GF*

VERDICT: ★★★★★

www.don-mor.co.uk



Water-to-Go £25

We were going to try this portable water filter in the Thames – surely the ultimate test. But though the Water-to-Go claims to remove cysts, viruses, bacteria and heavy metals with NASA technology, it cannot remove salt. So we opted instead for Essex lake water.

The filter seems to work well as long as a few rules are observed: the filter must be wet before use and the cap needs to be tightly fitted to form a seal. You must also keep the mouthpiece well clear of the raw water when filling up. The chief cost is fresh filters, which are £15 a pair, and should last for 200lt each. Just a shame that the lid has to be discarded each time. And annoying that you can't quite drain every drop from the bottle before the filter starts sucking air. *SF*



VERDICT: ★★★★★

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Warm Gill gloves

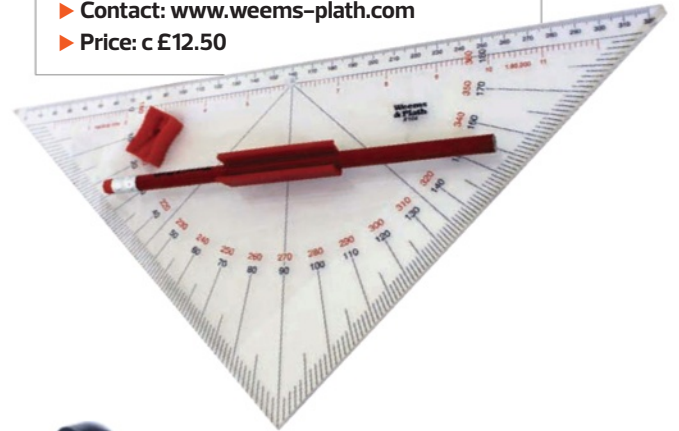
Ask many sailors what is needed in a glove and they will reply, thin but grippy and without fingers (for undoing knots etc). This is all true, until you find yourself holding the wheel in a Force 5 northerly in late September, at night. At that point most would give their right arm for something full-fingered, waterproof and warm, as these toasty looking 'helmsman gloves' from Gill are.

- ▶ Contact: www.gillmarine.com
- ▶ Price: £40

Weems and Plath protractor

This Weems and Plath professional protractor triangle is a new addition to its collection of navigation tools. This triangle with its clean, uncluttered design has both 320mm and 1:80,000 scales and is constructed of heavy duty 5 mm-thick Acrylic for durability with a handle for ease of use.

- ▶ Contact: www.weems-plath.com
- ▶ Price: c £12.50



NEW GEAR

TOBY HEPPELL BROWSES THE BOATING MARKET FOR THE LATEST GOODIES

EchoMax waterproof control box

The Active-XS is a masthead antenna that amplifies and returns a strong signal to both X- and S-band radar. The unit offers more than 10 times the response required by ISO standards, making it much more likely that radar operators will spot your boat. The new control box can be mounted on deck in view of the person on watch.

- ▶ Contact: www.echomax.co.uk
- ▶ Price: £160



Inflatable water tank

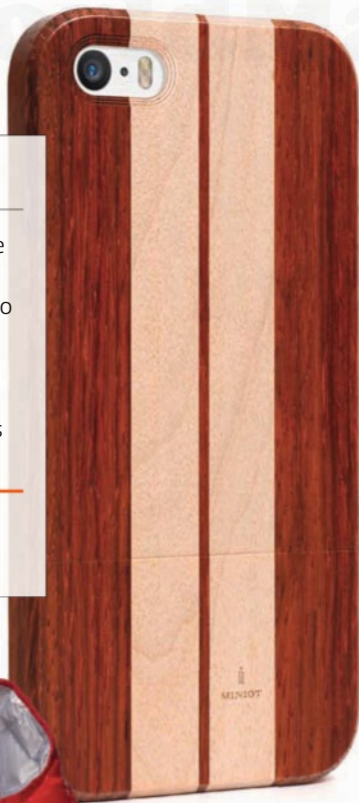
Dutch company, Inno Designs, has come up with this 'inflatable' fresh or wastewater tank. The InnoTank is meant for people with on board storage problems. Often, adding extra water storage requires building a custom tank. With this, the deflated tank is posted into the planned space, inflated and finally cured into a rigid glass fibre-reinforced storage tank, using a UV light.

- ▶ Contact: www.sea-sure.co.uk
- ▶ Price: From c £500

Wooden iPhone case

Let's face it: many of us sailors tend to be traditionalists. The lure of wind and sea often seems to be strongest in those who eschew unnecessary digital gizmos. Still, smartphones are now somewhat ubiquitous. If we are going to have them, we might as well encase them in nature's original boatbuilding material!

- ▶ Contact: www.miniot.com
- ▶ Price: c £72



Sharp & Tappin marine PC

Assembled in Devon, this range of rugged PCs feature waterproofing which can be complemented with daylight-readable monitors and waterproof keyboards. The PC cases are fully sealed and include a slot-in silicon gland system allowing the use of conventional PC connectors and peripherals whilst maintaining a splashproof connection. They are also suitable for connection straight into the on-board DC supply without the need for inverters or regulators. As used by the Clipper Round the World Race.

- ▶ Contact: www.sharpandtappin.com
- ▶ Price: from £1,400



Arctic Down Jacket

Despite looking more suitable for skiing or exploring, than sailing, the Swedish makers of this Arctic Down Jacket are a specific sailing brand. The jacket is filled with goose down for warmth and flexibility and the shell fabric has been specially treated for water repellency. Of course, water repellent does not mean waterproof, and though this looks very warm we only really see it as a winter coastal jacket.

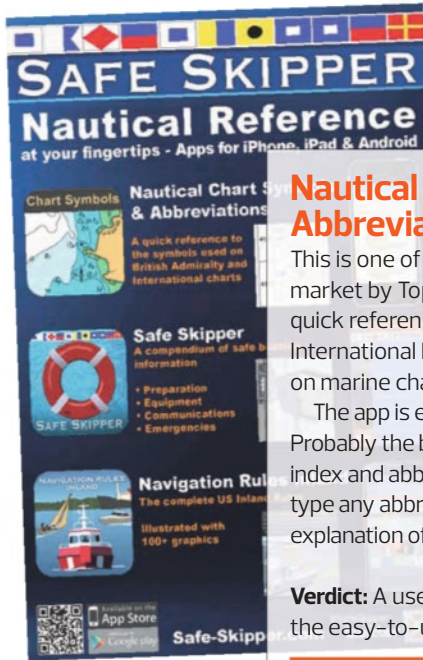
- ▶ Contact: www.sailracing.com
- ▶ Price: c£270

Grid-It

We were unconvinced about this product's usefulness until we played with one. A unique weave of rubberised bands made specifically to hold personal objects firmly in place and designed to provide endless configurations of objects, digital devices and personal effects, makes this oddly useful (and satisfying) to use. We imagined it could be particularly handy in the nav station.

- ▶ Contact: cocooinnovations.com
- ▶ Price: c £15





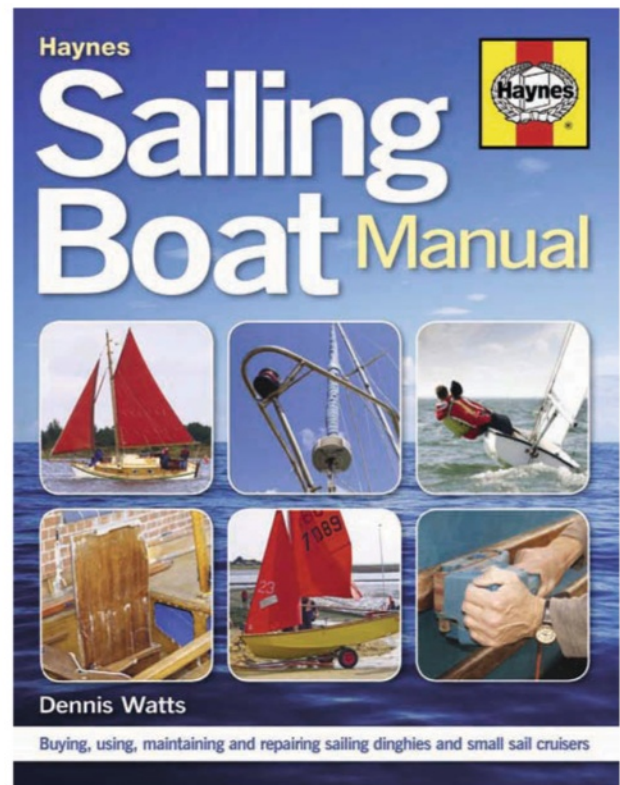
Nautical Chart Symbols & Abbreviations

This is one of three apps produced for the boating market by Top Hat Productions. It aims to provide quick reference to the symbols specified by the International Hydrographic Organisation (IHO) for use on marine charts.

The app is easy to navigate and makes a useful tool. Probably the best feature is the quick and easy to use index and abbreviations section, which allows you to type any abbreviation into the search box for an instant explanation of the feature. *TH*

Verdict: A useful app that really stands out thanks to the easy-to-use, searchable index.

- ▶ **Publisher:** Top Hat Productions
- ▶ **Price:** £1.99



Haynes Sailing Boat Manual

Now available in paperback and slightly extended, the Sailing Boat Manual comes from the Haynes stable – famous for its practical car manuals, but branching out into other fields in recent years.

The book is squarely aimed at the beginner, covering all you might need to know from buying a boat onwards. With its practical reference manual base, the book contains very little advice about actual sailing here, preferring to focus on the practical aspects of repairing, inspecting and maintaining boats.

Happily, this focus makes its appeal broader than other beginner's guides with handy information on outboard maintenance, recognising and treating osmosis and much more besides. *TH*

Our favourite bit: "Although it might seem strange to some people, handling ropes of different types can provide a pleasant sensation..."

Verdict: Everything you would hope for from a Haynes manual on sailing boats. Concise, easy to follow and thorough.

- ▶ **Publisher:** Haynes Publishing
- ▶ **Author:** Dennis Watts
- ▶ **Price:** £12.99

TIME OUT

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

RAIN LATER, GOOD PAINTING THE SHIPPING FORECAST

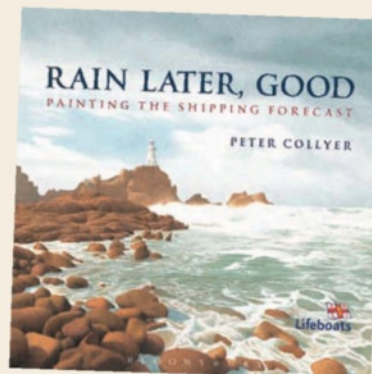
Guaranteed to appeal to insomniacs, farmers and sailors alike, this large format paperback absolutely twangs with the outlandish and evocative names of the BBC's *Shipping Forecast*. Author and illustrator Peter Collyer has followed the soothing rhythm of the broadcast around the British Isles, from Viking to Trafalgar and back up to SE Iceland.

There's a painting of each sea area, accurately reflecting the sea state and visibility at the time, and often a prominent landmark. Meandering text provides a slightly eccentric view of the lie of the land and the story behind each picture. Updated in 2002 to reflect the switch from Finisterre to FitzRoy. Charming. *SF*

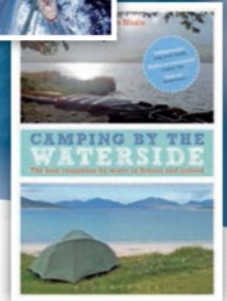
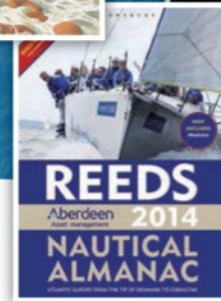
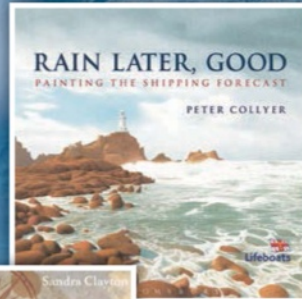
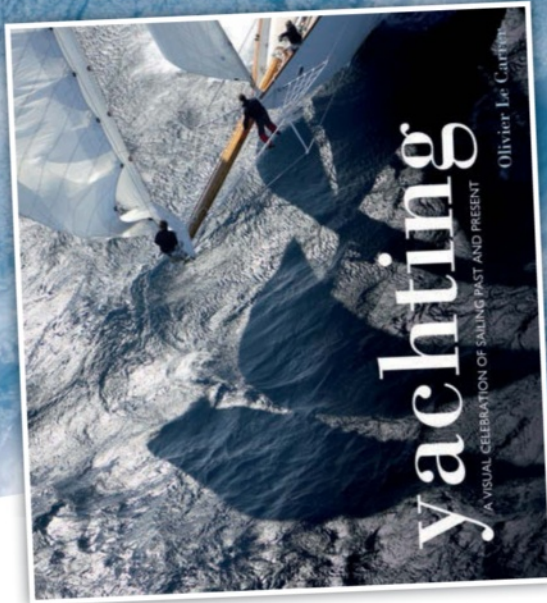
Our favourite bit: [of Sole] "He's painting the fog!" "Surely not." "He is, you know." He certainly was...

Verdict: Beautifully painted, engagingly written and ever so slightly forlorn in its celebration of a diminishing but much-loved national institution.

- ▶ **Publisher:** Bloomsbury ▶ **Author:** Peter Collyer
- ▶ **Price:** £14.99



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STOPPING IN A STORM



VETERAN STORM CHASER **LIN PARDEY** GIVES A MASTERCLASS ON THE ANCIENT SEA-DOG'S TRICK OF 'PARKING' AT SEA AND LOOKS AT DIFFERENT TECHNIQUES ON DIFFERENT BOATS

If you sail long enough, the timelessness of the sea ensures you will someday need to bring your boat and crew safely through the winds and waves of a storm. There are various tactics available, but only heaving-to provides a level of comfort, safety and flexibility.

The cut away underbodies and spade-type rudders of many modern boats means that they may not lie quietly hove-to using the sail combinations that worked for their older cousins. But with the addition of a sea-anchor or drogue, it is possible to make any boat heave-to effectively.

Heaving-to means your boat is no longer sailing forward. It is stopped and making leeway with its bow about 50° from the wind. The boat then begins to drift almost directly downwind, creating a protective slick which saps the power of breaking seas. Since all sail plans have a different fore-and-aft balance and all hulls have a different centre of lateral resistance, you must experiment with your own boat and find out how to hold its bow into the wind.

The most erroneous thing I have read about heaving-to is "Simply back the staysail and set a reefed main." This does work on some boats in some conditions. But in strong winds with heavy seas, the bow on most boats will be forced off by the backed staysail, and the boat will usually end up slowly sailing along the trough of the waves. If the boat is making headway, you are not hove-to, you are sailing!

Practicing in moderate to heavy winds and seas will give you an idea as to what to expect in stronger storm conditions. I have lain hove-to quite happily in our cutter with reefed mainsail only. Two of the ketches we delivered lay hove-to in Force 10 winds with just their mizzens sheeted in flat. Some fin and skeg boats heave-to nicely with a storm trysail set; others need a sea anchor or drogue to hold their bow up near the wind. See over the page for some successful combinations on different yachts.

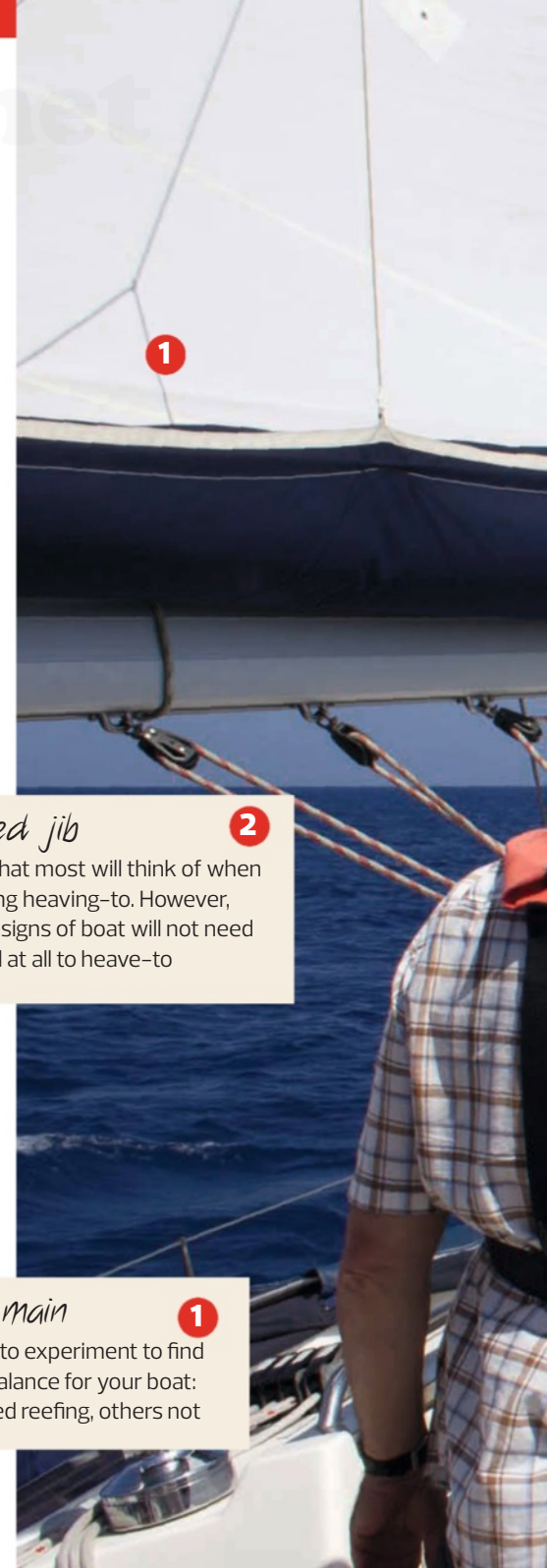
Fresh winds

Heaving-to in moderately fresh winds (up to 25 knots) is done by trimming your rudder and sails so that your boat is heading into the wind and sea as though close-hauled. In the gusts, the mainsail luffs a bit but still does not have enough power to tack the boat through the eye of the wind. This is the stall point you want to achieve.

'We lay hove-to using a trysail for two days [with] winds above 85 knots, yet not once did green water break on deck'

Some fin and skeg sloops are so lively that they will tack in the lightest winds if you set just the full mainsail. To combat this, try two reefs, adjust the helm more amidships, or back a staysail or small jib.

In medium winds it is not vital to have the bow of the boat pointing close to the wind, but your motion



Backed jib

This is what most will think of when discussing heaving-to. However, some designs of boat will not need a foresail at all to heave-to

Reefed main

You will have to experiment to find the correct balance for your boat: some will need reefing, others not

through the water should cease. Preventing this forward motion becomes very important when you are hove-to in breaking seas, as we shall see.

Breaking seas

Heaving-to in heavy winds (gale to storm force – 37 knots plus), when the seas start to build and the waves form dangerous overhanging crests, differs from heaving-to in moderate winds, because this is a tactic that uses the wake or slick of your boat to de-power breaking seas. The key to heaving-to in



2

3

Mainsheet control 3

It's important to keep the mainsail under control and to trim it to find the right balance

these conditions is to get your boat to make a square drift, 90° to the waves. This way you stay directly behind your amazingly protective slick.

We lay hove-to in *Taleisin* using just a storm trysail for two and a half days about 140 miles off the coast of Patagonia after rounding Cape Horn. Winds, according to shore stations, reached above 85 knots and averaged 70 and waves lived up to their legendary 'grey beard' status, yet not once did any green water break on deck. Similarly, Australian circumnavigator Jon Saunders used a



Rudder angle No matter what type of boat you are trying to get to lie hove-to, be sure to adjust your tiller at least a bit to leeward. If the tiller is tied to weather at all, an increase in wind strength could bear the boat off and cause a crash gybe

tall, narrow trysail to heave to in a light displacement fin and skeg S&S 34.

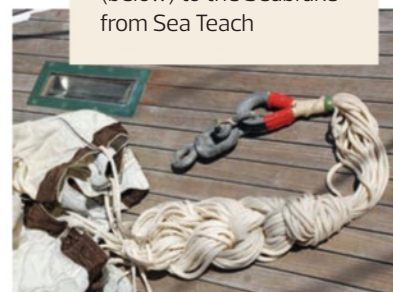
If you find you are dangerously forereaching in breaking seas, try tying the tiller more to leeward. The force of the wave action on the angled rudder pushes the stern of your boat down, the bow up. That is why tying the tiller to leeward helps stop the forward motion of your boat.

Para-anchor

If your boat is determined to forereach in these conditions, a common reaction with fin keelers,

Para-anchor

There are many types of para-anchor for yachts, from the parachute type (below) to the Seabrake from Sea Teach



SOUTHERN OCEAN REVENGE

Tuesday, 29 March. Left Ushuaia and headed east down the Beagle Channel, we turned north through the Estrecho de le Maire. During the night the winds started building and veering to NE.

Wednesday. Winds stayed at 20 knots N to NE until about 4pm, when a sudden change came at us. I dumped the main as quick as I could and the wind backed rapidly to the west. It started coming at us beam-on at about 45 knots. The waters started to boil as two different wave patterns fought.

We couldn't bear away and run, because we had West Falkland Island less than a 100nm away, so I decided to heave-to. We now had 20ft breaking waves. It took us half an hour but we finally got her balanced and our speed was down to 1-2 knots – acceptable.

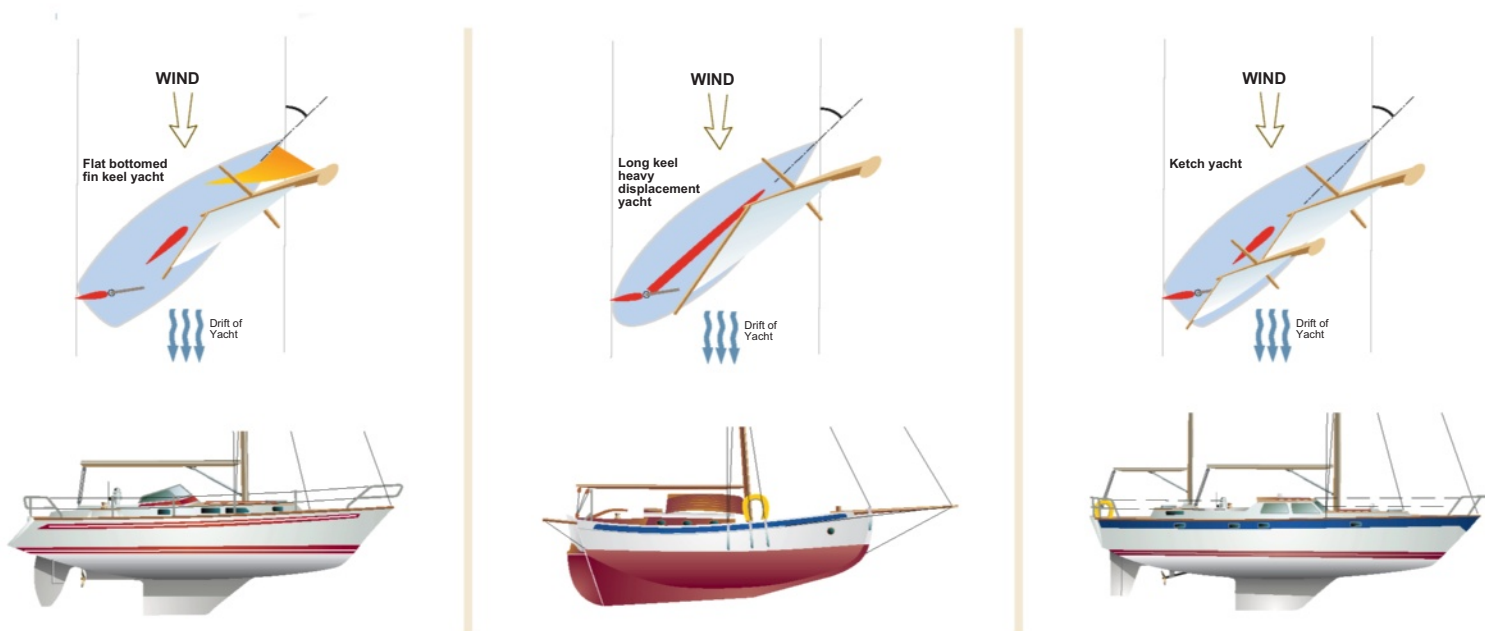
It is a remarkable sensation, sitting having a cup of tea in a severe gale, absolutely pitch black outside, in the middle of the South Atlantic. You're still rolling quite a bit but nothing like the hammering we were getting. I never believed heaving-to could really work like that, but it does.

Thursday. About 5am, still dark outside, we got hit by a breaking wave, soaking our 12V electrics panel, blowing all the breakers. As it started to get dark Chris and I once again heaved-to, the boat rising 30ft to 40ft in the air.

Steve Powell, Uhuru

HORSES FOR COURSES

Different hull shapes and rig set-ups mean that every boat heaves-to using a different combination of tiller, mizzen, main and foresail



you should set a sea anchor along with your storm trysail to keep the boat hove-to. We prefer a small para-anchor, but other folks have used gale riders or series drogues off

the bow. You can even use gear you have on board to create a temporary sea-anchor.

During the infamous 1979 Fastnet disaster, the crew of the fin-keeled,

45ft (13.7m) *Marionette of Wight* tied two anchor lines and three genoa sheets together to form a warp almost 1,000ft (300m) long. They led this over their bow and the boat then lay about 40° off the wind. The object is to use any method to stop your forward motion, so that you drift directly behind your protective slick.

The first time we hove-to with a para-anchor and triple reefed mainsail was in the Gulf of Papaguyo on our 24ft (7.3m) cutter *Seraffyn*. But the motion was most unpleasant and we were continuously woken up when the mainsail luffed violently as the para-anchor jerked us head to wind. This stopped the boat creating a wide, protective slick and made the rudder vulnerable to damage.

So next time, we rigged an adjustable fairlead or pennant line (see over), using gear we already had on board. This fairlead let us adjust where the para-anchor's force was exerted on the boat, and controlled the angle she lay to the wind.

Not only was this far more comfortable but, if a breaking wave

DRIFT SPEED

with or without a sea anchor

This list includes drift rates for boats of different types, to show the contrast between heaving-to under sails alone and heaving-to with a sea anchor. Drift rates were confirmed both by classic and electronic navigation measurements.

BOAT	ESTIMATED WIND SPEED (KT)	DRIFT RATE HOVE-TO SAILS	DRIFT RATE SEA ANCHOR
TALEISIN 29ft classic cutter	75-80	1.1 knots	0.6 knots (8ft para-anchor)
SERAFFYN 24ft classic cutter	gusts to 80	1.2 knots	0.6 knots (8ft para-anchor)
LAVRANOS 36 IOR Racing sloop similar to S&S 36	45	2.0 knots	0.6 knots (8ft para-anchor)
CHARGER 33 IOR 3545 type Sloop similar to Peterson 33	35-45	1.2 knots	0.7 knots (5ft diameter sea anchor, cone type)
HUNTER 40 Modern racing sloop similar to Peterson 33	up to 45	2.0 knots	0.8 knots (12ft para-anchor)
J-30, Ultra light race boat	above 55	4.0 knots	0.6 knots (8ft para-anchor)

GET IN TOUCH Have you had to heave-to - what worked best for your boat?

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did sneak into our slick area, its force would be spent on the para-anchor, not the rudder. For modern boats this is very important, as rudder failure is one of the most frequent storm induced problems.

Slow the drift

The other important use of a para-anchor is to cut your rate of drift. A boat running toward a lee shore, even if it is trailing warps, will be losing valuable sea room at the rate of 5 knots or more. A boat lying hove-to will lose between 2 and 3 knots, but once you set a sea-anchor, the drift drops dramatically (see table opposite).

David Armstrong and his crew set off from New Zealand on board *Secret Affair* a Hauraki Gulf 44, a decidedly light displacement modern vessel. Four days out things “turned to custard” when running winds became headwinds and increased to Force 9. They hove-to using just a storm trysail and the boat lay well. But forecasts were for the wind to increase further. David resented being blown back toward New Zealand, so he deployed his para-anchor. This held them well for four days, during which they lost only 55 of their hard earned miles.

Fair weather

Heaving-to is not just for extreme storm situations. It is a vital addition to your cruising skills because it is the only way you can steady your boat in a seaway to make repairs. Should your rudder fail, what you learned about your boat’s balance might let you heave-to using sails alone, or you can set a para-anchor and in the steadier conditions, either figure out a way to

Snatch block

The pennant line is secured to a snatch block which rides on the para-anchor line with little chafe

Pulpit chafe

An oversized swivel snatch block does the job here – well secured for side loads and leading onto the windlass/capstan

Pennant line

Bring the pennant line back to a sheet winch; adjusting this line brings the bow up or lets it fall off

repair the damage or create an emergency steering system.

Heaving-to is a way to literally ‘park’ your boat at sea if you or your crew needs to get some rest. When I became seasick on our very first ocean passage, Larry decided to heave-to. The change in motion worked wonders. Within an hour I was able to fall asleep.

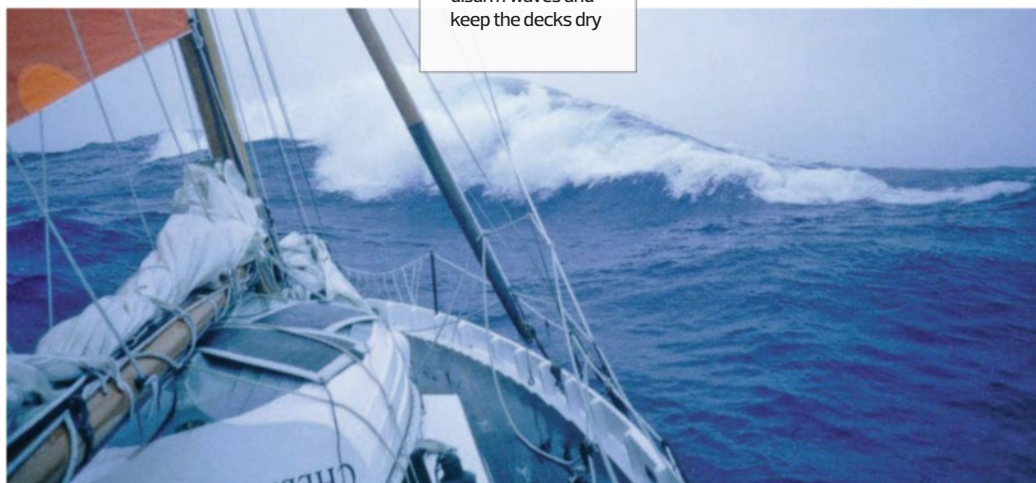
Even more important, knowing how comfortably the boat could be made to lie encouraged me to continue our voyaging life together (47 years in all). If you know how to heave to, you might be less tempted to sail into a new port at night. Instead you can stop your boat and then take turns getting

the extra rest that will ensure you make good decisions as you wait until daylight for a foolproof entry.

Learning to heave-to is not easy. You can’t just buy another item, store it on board and forget about the problem. Like learning to sail, it requires understanding the problem, then working to solve it. But one thing we know: with a combination of sails and sea-anchor, any boat can take advantage of this vital safety valve. ⚓

Below: A breaking wave the same height as the beam of the boat can cause a knock-down

Below right: Hove-to in a storm, with a para-anchor, the boat’s slick can disarm waves and keep the decks dry





GENNAKER TRICKS

In your article 'Snuff or furl' (ST199), you seem to launch the spinnaker from the cockpit but how do you fix the tack? Also, have you any experience of the little spikes I've noticed on the asymmetrics of some racing yachts which seem to hold up the lazy sheet from falling over the bows and disappearing under the boat?

Brian O'Connor, by email

Firstly make sure the boat is sailing a low course of 155-175°, pull the halyard up, then pull the tack line on; as the sail is all the way up the rig it should be easy to pull the tack to the front of the boat or the end of the pole. The little spike you describe is what's known at North Sails as a "gybeulator" – apologies for the Americanism. This should be made out of semi-flexible material and fitted at a 40° angle from the luff of the gennaker.

James Knight, sail consultant, North Sails UK

Question?

Arriving in Braye, Alderney over the summer, my husband and I were told to strike the yellow Q flag when the harbour staff came round – before we'd been ashore. When is it appropriate to use a Q flag – is it any use in EU waters?

Stephanie Baker, by email

The Channel Islands are outside the EU, and the Bailiwick of Guernsey (for Guernsey, Alderney,

Herm and Sark) requires you to clear customs on arrival. Therefore it is technically correct to fly your Q flag. You should complete and return the customs form supplied to you at your port of

entry. Once you have posted your form in the customs box or have been instructed to do so you may take your Q flag down.

Carol Paddison, RYA cruising advisor



YOUR QUESTIONS ANSWERED get in touch with our experts!

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Plastic seacocks

Simon Watkins

We all know that brass seacocks are no good, but is a plastic seacock as strong as a proper bronze one?

By email



Plastic seacocks have been popular with American sailors for a long time and have been used for heads outlets on Beneteau yachts for around 15 years. They are useful for this as they turn easily allowing for wide-bore hoses to be used. These seacocks are not simply plain nylon, but are reinforced with carbon fibre to make them less susceptible to freeze cracking and UV.

The most common American brand is Marelon Forespar and I would have no hesitation at all in fitting these to my yacht. However, they are considerably more expensive than ordinary metal seacocks and tend to come with American NPT thread, although they can be ordered with BSP.

Metal seacocks should be made of DZR brass or bronze and not plain brass, as is the case with domestic plumbing items from a DIY shop. Bronze is more resistant to electrolytic and galvanic corrosion, which is a major problem on boats.

Nick Vass, Omega Yacht Services

OUR EXPERT PANEL THIS MONTH



JAMES KNIGHT
Sail consultant, North Sails UK



CAROL PADDISON
RYA cruising advisor



NICK VASS
Omega Yacht Services

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SHOULD WE ENCOURAGE PEOPLE TO WEAR A LIFEJACKET AS A MATTER OF COURSE, WONDERS COLIN JARMAN, OR SHOULD WE TAKE A MORE SELF-RELIANT APPROACH?

Don't go overboard – simples

There has been a campaign for a while now to persuade us to wear lifejackets at all times and, in principle, there is nothing wrong with the idea. However, to my mind it is not a fully thought through campaign.

To begin with, it's a ridiculous suggestion that we should wear lifejackets at all times. There is no need when below decks; when using the heads; when sitting in the cockpit reading a book with the vessel riding quietly to anchor. A child playing on deck when the boat's at anchor – perhaps. When faced with fog in a busy channel or when crossing a shipping lane – yes. When rowing ashore in the dinghy – certainly. If the boat's holed and flooding – definitely.

If you reply that I'm being silly; that 'all the time' doesn't mean you have to sleep in a lifejacket (mind you, I've done that on a couple of occasions), but to wear it when there's a danger of your going into the water, then you should be campaigning for thoughtful and informed, not automatic, use.

Sailing schools, the RNLI and the RYA should all be encouraging people to think for themselves and make an informed decision whether (or not) to wear a lifejacket. Otherwise, it just becomes habit and fosters the belief that it will singlehandedly save your life, regardless of cold shock, hypothermia or inhalation of water while floating.

A far better campaign (in my opinion) is to stop people going overboard; after all, a lifejacket is only of any benefit at all once you are in the water. For the rest of the time it is an uncomfortable, occasionally dangerous (it snags on many items) hindrance.

I would dearly like to see a campaign for the sensible use of deck harnesses rather than lifejackets. A lifejacket helps the wearer to stay afloat once overboard, but does nothing to help the crew left on board to locate, secure or recover the wearer. A light or beacon on the jacket helps location, but is often not standard; a securing line can only be attached to a conscious person; a lifejacket can have lifting points, which may help in recovery.

A deck harness may stop you going overboard at all, which must be the ideal in all of this, surely? It will



COLIN JARMAN

“Real coastal cruising. Creeping round a headland, out of the tide with inches under the keel”

also keep you attached to the boat, making location easier. It is, by its nature, a strong device by which to lift a person back on board.

I concede that moving about and working on deck wearing a harness does take practice, but with modern boats being so big, with such spacious decks, I don't think it is too difficult.

My opinion is that there is a time for wearing a lifejacket, a time for a deck harness and a time for using neither. This last requires you to be conscious of the fact that you are 'naked' and exposed to danger, which is actually a good condition, because your sense of self-preservation kicks in and helps you to move from handhold to handhold or to wrap an arm round a shroud. With or without a lifejacket or harness you must always be conscious that guardrails are as likely to trip you and send you overboard as they are to keep you safe.

Finally, if you are going to shoot me down and declare the 'authorities' right, please help yourself by looking after your lifejacket. It must be serviced and

it must be checked every time it's put on. It's all too easy for it to fail when most needed, because of corrosion, chafe, damaged firing system and so on. If it doesn't inflate, it's useless. Sailing schools must also go beyond teaching ways to return to a floating fender and teach methods of recovering a panicking person in heavy, soaked clothing, who is only able to float on his back.

Happy birthday!

Happy birthday to *Sailing Today* – 200 issues and still as spritely as a spring lamb! When we started we barely thought past the first issue. It's been a rough passage at times, but here we are with the rig still intact. May the fickle winds of publishing blow fair for many seasons to come.

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


YOUR VIEW

Do you wear a lifejacket at all times?

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Bending tradition

Swallow Boats' Bay Raider Expedition marries exciting performance with traditional looks, **Jake Frith** finds

Swallow Boats has been around for a few years now and I've long admired from afar this clever west Wales based range of traditional looking craft with contemporary performance. The Bay Raider in its open boat format has sold nearly 100 boats since its launch in 2008.

Customer demand prompted the launch of this cabin version in 2011 and number 22 is currently in build. As well as the cosy two berth cuddy, the Expedition has a Bermudan rig in lieu of the open Bay Raider's gunter main.

The boat relies on a lightweight centreboard for lateral resistance and seawater for ballast. The centreboard fully retracts into the hull and two shallow bilge runners ensure she dries out flat on the mud. With the ballast water drained out, she is a lightweight, one-man launch and recovery prospect. It was clear from the 10 minutes we took to launch and rig her that a great deal of thought has gone into making this a trailer-sailer that actually deserves the name (many don't), but would her convenience compromise her sailing abilities?

Heading down Chichester Harbour's Sware Deep under mizzen and jib in 12 knots of breeze but no water ballast in, I was

reminded of the inherent balance of the yawl sailplan. If the wind gets up suddenly, the yawl sailor has the option of simply taking down the main and continuing under fore and aft canvas. She's predictably not hugely close-winded in this mode, with no slot effect between jib and main, but it's most convenient.

Into the breach

We entered the main harbour and the wind piped up a few more knots as we filled the water ballast tank and then hoisted the main. The tank filler is a tap in the hull reached through an inspection hatch in the cockpit sole.

It's simple technology but with very little to go wrong compared with the bilge pumps and divert valves often associated with water ballast. It took a couple of minutes for the tank to fill and the boat didn't feel much different when sailing upright off the wind. The real difference comes once the boat is heeling, when this 300-odd kilos of weight keeps her on a surprisingly even keel.

As the wind continued to build into the high teens (knots) I was struck by the stiffness of this little yawl. I've sailed a lot of trailer sailers around the 20ft (6m)-mark and own one too, so I've come to learn that most of them need a wary hand ready to release the mainsheet in the gusts. The boat did

The yawl rig is a powerful performer, especially on a reach and provides plenty of bits of string to tweak

ALL PICTURES: GUY FOAN





indeed need the mainsheet easing at times, but we were hustling her under full sail and any rounding up was perfectly steady and progressive.

In fact, so confidence-inspiring was she, we headed out of the entrance to see how she would cope with the longer swells of the English Channel. I was very impressed by the dryness and comfort aboard and I felt that a cross-Channel trip would be an attainable goal. She's only certified to CE category C, but I suspect this is more due to the absence of lifelines and stanchions than to her seakeeping abilities.

Of equal impact was her fun factor. Some small boats are fun because they are frightening, but not so the Bay Raider Expedition. On our way back into the harbour we sought out the largest, steepest waves to attempt some surfing. While she can pick up the odd wave in open water, her run aft is neither flat nor wide enough to allow sustained planing, even with her optional asymmetric spinnaker. She's a quick boat though, Swallow claim she will give a Hawk 20 a run for her money, and having sailed both I see no reason to dispute this.

Camper cruiser

The interior accommodation is compromised by the retention of a large portion of the Bay Raider's long cockpit which makes her an ideal daysailer for an extended family, but an overnigher for only two. The berths are long enough for tall sleepers, and the layout below sensible with optional clip-in fabric organisers and single burner Camping Gaz stove. Some might find it a little spartan, for instance it eschews a headlining in



Above: All sail controls can be reached from the companionway
Below: Some may find her interior a little basic but there's been little scrimping on her deck gear

favour of a flowcoated deckhead, but at least it's easy to keep clean.

The biggest selling point for me, though, is the price; Swallow offer a sailaway Bay Raider Expedition for a whisker under £20,000. Okay, unless

'Some small boats are fun because they are frightening, but not so the Bay Raider'



you are insane you'd need a trailer and engine on top of that price, plus the other unavoidable extras giving you little change from £25k, but still a bargain compared with some of the other craft in the same category.

It's not obviously cost engineered to make that pricepoint either. Swallow outsources the easy bit; (the mouldings come in from Poland), to concentrate on the quality fit-out. Everywhere I looked on the boat, clever ideas abounded. The outboard well is shrouded beneath a cover made up of flexible fingers. When the engine is tilted up the fingers flick back leaving a faired-off well. The pin for the centreboard fits in a recess beneath the hull so there is no leaky hinge bolt in the cabin. The rudder blade has a step moulded into its trailing edge to make climbing aboard from the water easier.

These are all simple touches, but there are examples everywhere and I suspect they would add up to give real pride of ownership. ♦

SWALLOW BOATS BAY RAIDER EXPEDITION

LOA: 20ft (6.1m)

Beam: 6ft 10in (2.1m)

Draught up/down:
10in (25cm) / 4ft 8in (1.4m)

Weight: 992lb (450kg)

Sail area: 190sqft (17.7m²)

Price: £19,995 inc VAT

Builder: Swallow Boats

Contact: www.swallowboats.com



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Blue water cruising has never been more popular, largely thanks to the 'you're only here once' mindset and the keenly-priced availability of solid seaboats and user-friendly equipment.

Charter holidays in idyllic locations give a taste of just how enjoyable a life afloat can be. Such is the demand for a yacht that can take you anywhere, even if those plans are some way into the future, that production builders are creating configurations for large, comfortable boats than can be easily sailed by unathletic couples.

Owners of dated but proven yachts are also able to make a few simple alterations to the equipment to ensure that their vessel is pretty much "unstoppable", a phrase coined by the well-known cruising couple Lin and Larry Pardey (see pp68-71). Their prolific writings about voyaging in their engineless 27-footer *Taleisin* have inspired many an escapist to follow in their footsteps – although nearly all of them thought that carrying an engine was still a good idea.

The key element to a successful cruise is the ability to be as independent as possible when it comes to consumables such as energy and water. This means that a stay at a marina becomes an occasional luxury, rather than a regular necessity. Electrical energy can be created on board without recourse to

shore power, and anchoring is made easy with a rugged, electrically-operated windlass and plenty of scope. Water, expensive in the Caribbean and of varying quality in other parts of the world, can be caught and filtered from passing rain showers, or made on board with a DC-operated watermaker.

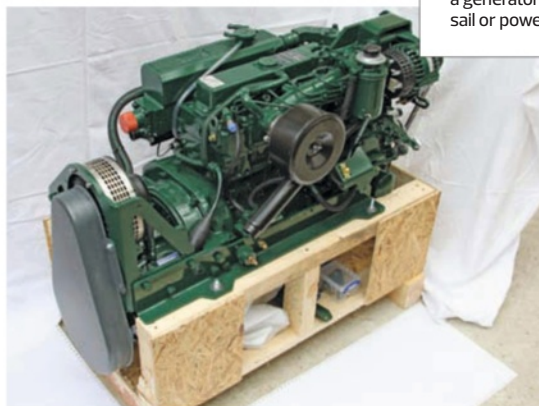
When it comes to running repairs, owners are also gaining hands-on experience by enrolling in evening courses for wide-ranging topics from welding and electrics to machining and joinery. Not only does this give them more confidence to fix the yacht when resources are scarce, they may even be able to earn some money on the side. Even the smallest voyaging yachts will have an area that can convert into a mini-workshop.

Then there is propulsion, increasingly a game changer. When Sir Alec Rose's *Lively Lady* completed

Insulation

Rarely a priority in a cruising yacht, good insulation will greatly reduce your energy demands.

Hybrid: A parallel hybrid harnesses an electric motor to the engine via a belt or clutch. The motor can propel the boat, or act as a generator under sail or power



her second circumnavigation between 2006 and 2008, she crossed the Pacific Ocean almost entirely on her 25hp Beta diesel. With no wind for weeks, skipper Alan Priddy ran the boat at 4 knots to eke out her fuel supply, and proved that sailing boats can't always depend on the wind. With diesel becoming more costly, and electrical propulsion becoming more efficient, we're seeing hybrids offered as an option by mainstream boatbuilders.



CREATE YOUR OWN POWER

2 More long-range yachts are becoming increasingly electrically efficient by fitting multiple means of power generation, including converting car alternators to be spun by a towed outboard prop on a long length of torsion-resistant rope. Apparently, 5 knots will generate a steady 5 amps, and a plastic funnel sent down the rope will stall the prop for recovery. For the less Heath Robinson amongst us, there are several commercially available towed generators, as well as gantries that can support wind generators (see our group gear test pp52-61) and arrays of solar panels. Recent developments in panel technology have boosted efficiency by about 25 per cent, and it's a continually evolving science. Hand-in-hand with generating renewable energy goes more efficient equipment – LED lights being a prime example. For those that want to avoid running a generator in a peaceful anchorage, the hydrogen fuel cell is also gaining in popularity.

The 'serial' hybrid uses a separate generator within the boat that is not connected to the drive shaft. Instead, it supplies current to the electric motor via a battery bank (and sometimes directly) as well as servicing all the domestic AC loads through an inverter. This opens up all sorts of design possibilities by dispensing with a main engine installation.

"We're already seeing quite a take-up of hybrids by bluewater sailors," says Graeme Hawksley of Isle-of-Wight-based Hybrid Marine. "Manoeuvring is very easy, you don't have the expense – and plumbing – of a separate generator, plus you have a spare motor if the diesel folds."

Taking the concept a stage further, Hawksley, who has sailed a 26ft (7.9m) wooden Stella from the UK to New Zealand, is working with experienced yachtsman and author Steve Sleight to create the Wylo 35.5. This 35ft 6in (10.8m) steel-hulled gaffer uses thin-plate Odyssey batteries in the long box-section keel as ballast. With her economical diesel-electric drive, a tabernacle-stepped mast and a shallow draught,

1 Go hybrid

We covered the principles of hybrid propulsion in some depth in June (ST194) but in essence a 'parallel' system has the main engine clutch-harnessed to a powerful electric motor, usually up to 9kW (13hp).

Under diesel power, the motor is spun by a belt (or by a direct gearbox coupling) and becomes a generator, topping up a large bank of batteries. When the diesel is declutched, the

motor can provide about four hours of drive at 5 to 6 knots in calm water on a full charge. There is also some regeneration possible from the freewheeling propeller when the yacht is sailing, although this is limited by the low revs involved.

'A key element is to be as independent as possible with consumables'

this is as close to a go-anywhere yacht as you're likely to meet.

The battery bank on the Wylo, as with any other hybrid, can be charged with a mix of solar, wind and towed generator arrays to pump renewable energy back into storage when you are on passage. If correctly sized, and if there is enough redundancy to

'some yachts are now fully electric throughout'

allow for windless, sunless or motionless days, the renewables should be able to supply all your domestic energy needs. There should also be enough energy in reserve to propel the boat electrically in and out of port – or out of the way of an oncoming ship – without needing to use a drop of diesel.

You can also dispense with gas in the galley. Some cruising yachts are now configuring the systems to be fully electric throughout, with cooking done in small microwaves and on induction hobs, all powered through an inverter.

3 Make your own water

Water, water everywhere, and (almost) every drop can be drunk, with the right equipment. Watermakers are complex (see ST195) and – initially – expensive, and they also need relatively constant use to prevent problems, but the dividends are enormous. Available in a range of sizes and



Discovery Yachts has built a divertable drain into the deck behind a tall bulwark. Rain can be guided into a dedicated tank and filtered for domestic use

Maximise storage

4 Independence means carrying as many spares and as much food as possible, and this requires cunning use of storage. Bluewater yachtsmen will tell you that the smallest practical yacht to live aboard in comfort is usually at least 35ft (10.7m), with 40ft–45ft (12.2m–13.7m) being more desirable, and a lot of this is due to the need to store things. Have a look at your own boat, and see where you can squeeze in extra storage. You'll be surprised at the amount of dead space you'll find behind partitions, under bunks and in the bilge



Can you fix it...

In its larger yachts, Hallberg-Rassy makes a small workshop and tool locker a standard part of the layout

types, and constantly being improved thanks to the needs of the military and disaster relief, the various components are relatively easy to fit into the average boat.

As always, keeping them fed with enough amps is the biggest challenge, and some yachtsmen dedicate a large solar panel array to the task. Another advantage is that you can dispense with long-range water tanks and significantly lighten the boat, providing you carry enough spare cans for a long passage. Yachtsmen who have fitted

watermakers absolutely love the freedom they bring, especially if cruising with a young family. However, it's important to fit a brand that has good global coverage for spares, and to ensure the machinery is regularly checked and cleaned.

If watermakers will bust the budget, then how about a simple rain-catching system? Some owners harness the bimini with drains, or have temporary gutters along the cabin top, feeding the water into a dedicated tank that in turn runs through a large filter. The best

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systems are those that can be operated from inside the cabin during a downpour.

Discovery Yachts, for example, has developed a system that catches rain as it runs down the side decks. Moving an internal valve diverts the water from the scupper and into a tank with an overflow.

The ability to catch rain on passage can greatly enhance your range, as proved by the British yacht *Norwegian Blue*. In 2003, she sailed non-stop from New Zealand to Dutch Harbour in the Aleutian Islands, a distance of 6,000 miles. Her fresh water supplies were replenished along the way entirely from rain.

5 Fitted workshop

We've seen some intriguing modifications to a yacht's accommodation over the years, but the swing-out workshop must be one



TOP Heavy insulation each side of this bulkhead reduced the the load on the air conditioning unit

ABOVE Carrying additional chain in a partitioned locker is Discovery Yachts' solution to 'deep anchoring' capability

of the most practical. The top of an engine box can be flipped over to reveal a wooden workbench, complete with low fiddles and an attached vice. Alternatively, lockers have also been known to hide a fold-out workbench braced by a temporary leg that rests on the bunk beneath, with all the tools laid out in clips on the doors and inner lining.

In one aft-cabin Moody 44, the owner had built a workshop in the passage between the galley and the cabin, and even installed a drill stand and small lathe. Supplementing the workshop is a long list of spares, and tools you may think you'll never need, such as a tap and die set or pop riveter. Builders like Hallberg-Rassy make a point of providing their voyaging yachts with tool racks in the engine room, and items like an electric oil-changer all set up for immediate use.

6 'Man up' the tender

The humble tender is more important than you would think. Yachtsmen that have started with a simple inflatable or a rigid tender have often moved up to small RIB with a 10-15hp engine, because despite its bulk, this type of craft is more versatile. For bigger boats with hefty davits, Williams Performance Tenders powered by their built-in waterjet are very popular for this purpose.

A powerful tender allows for proper exploration of a shallow coastline, where the yacht can't venture, and has a bigger and faster load-carrying capacity for victualling

trips ashore. It is also relatively easy to stow on deck with the tubes deflated, and that 15hp motor is man enough to side-tow the yacht if the main diesel breaks down.

Finally, apart from greatly enhancing the fun factor of cruising, the small RIB also doubles as a lifeboat, and several designs have been modified to carry a sail. If you want an electrically-powered tender, then some Torqeedo electric outboards are adapted to be able to recharge from the yacht's own batteries.

7 Anchor anywhere

Independence means being able to anchor, but idyllic anchorages tend to attract the crowds, so finding a spot where you have room to swing can be a challenge. One solution is to carry a selection of anchors, and a very long rode, so you can use the deeper water further out. After all, your RIB will make getting ashore a breeze.

Discovery Yachts adapted its first 67 by partitioning the chain locker and putting an additional 20m of chain in the forward section so the majority of the weight remained further back. Under normal conditions, the first part of the chain is used, but to anchor in deep water, the second section is deployed as well.

An alternative is to carry a large drum of three-plait nylon, which can be assembled on a fold-down bracket on deck and attached to a few metres of chain for day anchoring. Either way, you'll be able to find a nice spot a little further back from the madding crowd.



JET POWER

Powered by a lightweight inboard engine, a RIB-style performance tender can become a fast and efficient workboat that can be carried on deck

8 MAKE IT EASY TO SAIL

A cardiologist in Southampton General Hospital once said: "I reckon that around half the heart attacks we see in here are from middle-aged yachtsmen winding their winches in the Solent."

With rigs becoming ever more powerful, it can make sense to delegate the sail-handling to some electro-mechanical assistance. Electric winches are easy to retrofit, and some self-tailing winches, such as Lewmar's Evo range, are 'electrically ready' so a 12V-24V motor can be added later. Motorising the winches makes sailing a doddle, especially if all the halyards have been led back to the cockpit, and the energy can be replaced from your renewables when sailing.



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Oyster 56

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Beneteau Oceanis 323

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

£59,950



Island Packet 440

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

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Southerly 38

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

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2005 model year Beneteau First Class 7.5 racing yacht. inventory includes outboard engine two mainsails, two roller genoas and an asymmetric spinnaker. Lying Eastbourne.

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2010 Year Model, Lifting Keel, Wheel Steering & Twin Rudders, Yanmar 39hp Sail Drive Engine, In-Mast Mainsail Furling, Self-Tacking Furling Genoa, Bow Thruster, Electric Anchor Windlass, Raymarine Chart Plotters, Autopilot, Wind Generator & Coppercoat.

£180,000



Freedom 30

1990 Year Model, Long Shallow Keel, Wheel steering, Cat Ketch Rigged with Carbon Fibre Masts, Nanni N2 14hp diesel Engine (New 2012), 4 Berths, Stowe Tri Data Instruments, Garmin GPS, Icom VHF Radio, Auto Pilot, Saunders Main Sail & Mizzen. Lying Eastbourne.

£27,950



Hunter Pilot 27

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

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Contessa 35

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

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Fisher 25

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Oyster 26

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£14,500



Westerly Griffin

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

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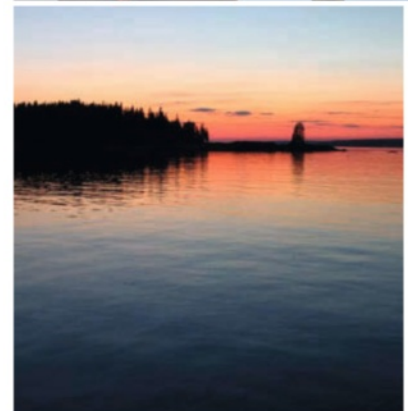
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Dispatches

MAINE | NAHMA



Although work kept us from making many long cruises this July, sunset sails on the coast of Maine can't be beaten.

Our Herreshoff ketch *Nahma* lives in Brooklin, Maine among the wild islands and inlets that make up the northeastern cruising grounds so many yachtsmen love. Despite the fact that we could only take her on one week-long trip around Penobscot Bay, the long summer days meant we could knock off work at four and still have time for a sail, often under spinnaker, before the wind died at sunset. Under the lingering pink and orange light, we'd eat dinner in the cockpit letting the tide take us past spruce-clad islands and inviting coves. Porpoises swam by nightly and sometimes we heard the mournful call of a Great Northern Diver. We drifted alone, all other sailors long gone ashore for cocktails. But this was a beautiful, almost meditative time to be out on the water. The stresses of the day washed away; it's hard to remember them when the tiller is under my fingers, my eyes on the fluttering tell-tales of the jib. Darkness would force us to start the diesel and putter back to our mooring. These evenings were almost distressingly idyllic for sailors used to ocean crossings: we worried we might be growing soft! 🌊

NAHMA

L. Francis Herreshoff ketch

LOA: 34ft (10.4m)

LWL: 29ft (8.8m)

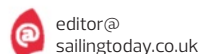
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