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+
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Wild Wales

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ADVENTURE

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Make your dream a reality

INTERVIEW

Golden Globe

Knox-Johnston: "Why would I want to do that again?"

RYA EXAMS
What are the benefits of getting qualified?

BOB SHEPTON
Sailing vicar hits the heights in Greenland

TOM CUNLIFFE
High and dry in the middle of the Kiel Canal

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EDITORIAL
 EDITOR
Sam Jefferson
 020 3943 9261
 sam.jefferson@chelseamagazines.com

DEPUTY EDITOR
Sue Pelling
 020 3943 9263
 sue.pelling@chelseamagazines.com

SENIOR SUB-EDITOR
Henry Giles
 henry.giles@chelseamagazines.com

ART & PRODUCTION EDITOR
Claire Wood

PUBLISHING CONSULTANT
Martin Nott

ADVERTISING
 ADVERTISEMENT MANAGER
Jodie Green
 020 7349 3722
 jodie.green@chelseamagazines.com

Hannah Stanton-Warren
 020 7349 3734
 hannah.stanton@chelseamagazines.com

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The Chelsea Magazine Company Ltd
 Jubilee House, 2 Jubilee Place,
 London, SW3 3TQ
 Tel: 020 7349 3700

MANAGING DIRECTOR
Paul Dobson
 sarah.porter@chelseamagazines.com

DEPUTY MANAGING DIRECTOR
Steve Ross
 steve.ross@chelseamagazines.com

FINANCE DIRECTOR
Vicki Gavin
 vicki.gavin@chelseamagazines.com

PUBLISHER
Simon Temlett
 simon.temlett@chelseamagazines.com

MARKETING MANAGER
Sophie Mazrekaj
 Sophie.Mazrekaj@chelseamagazines.com

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Skipper's View

THE IMPORTANCE OF OBTAINING FORMAL SAILING QUALIFICATIONS IS AN INTERESTING SUBJECT AND UP FOR DEBATE IN THIS ISSUE



ONE OF THE FEATURES IN THE MAGAZINE this month concerns the question of why you should bother getting a sailing qualification. It's an interesting and divisive issue and one that ties in nicely with our interview with Sir Robin Knox Johnston on p30. Knox - Johnston was unquestionably a highly experienced sailor back in 1968 but when he set off aboard Suhaili on his round the world jaunt he had no formal yachting qualifications. In part, no doubt, because they didn't exist. Obviously in his case a blend of experience (he was, after all, in the Merchant Navy) and determination won through. I guess the flip side of that coin is Donald Crowhurst whose lack of experience certainly contributed to his unfortunate demise. Sitting in the middle of the argument is Chay Blyth, who set out to sail around the world with virtually nil experience and

actually had to follow another boat out of the Needles Channel at the beginning of his voyage. Despite emerging relatively unscathed from his misadventures, I think he would probably concur that the Coastal Skipper qualification might have helped him.

I guess however you feel about formal qualifications for yachting, what is definitely true is that part of the great charm of sailing is that every trip is a voyage of discovery and a learning curve and even on the shortest trip you can find out something new, while longer trips can often help you find out a lot about yourself - for better or worse - an ocean voyage can often be a reckoning.

Anyway, to return to the question of whether getting a qualification is worth it; I recall a discussion I had with my Yachtmaster Instructor after sitting the exam many years ago. I questioned whether it was 'worth it' and he replied that he didn't give a damn about me having a piece of paper saying I was qualified but if I was now confident enough to sail across the channel and beyond then he had taught me something worthwhile. I couldn't argue with that at the time and I still can't, to be fair.



CONTRIBUTORS



BOB SHEPTON is a notable high latitude sailor, climber and retired vicar with a taste for adventure.



TOM CUNLIFFE is an author, journalist and TV presenter, and one of Britain's best-known cruising sailors



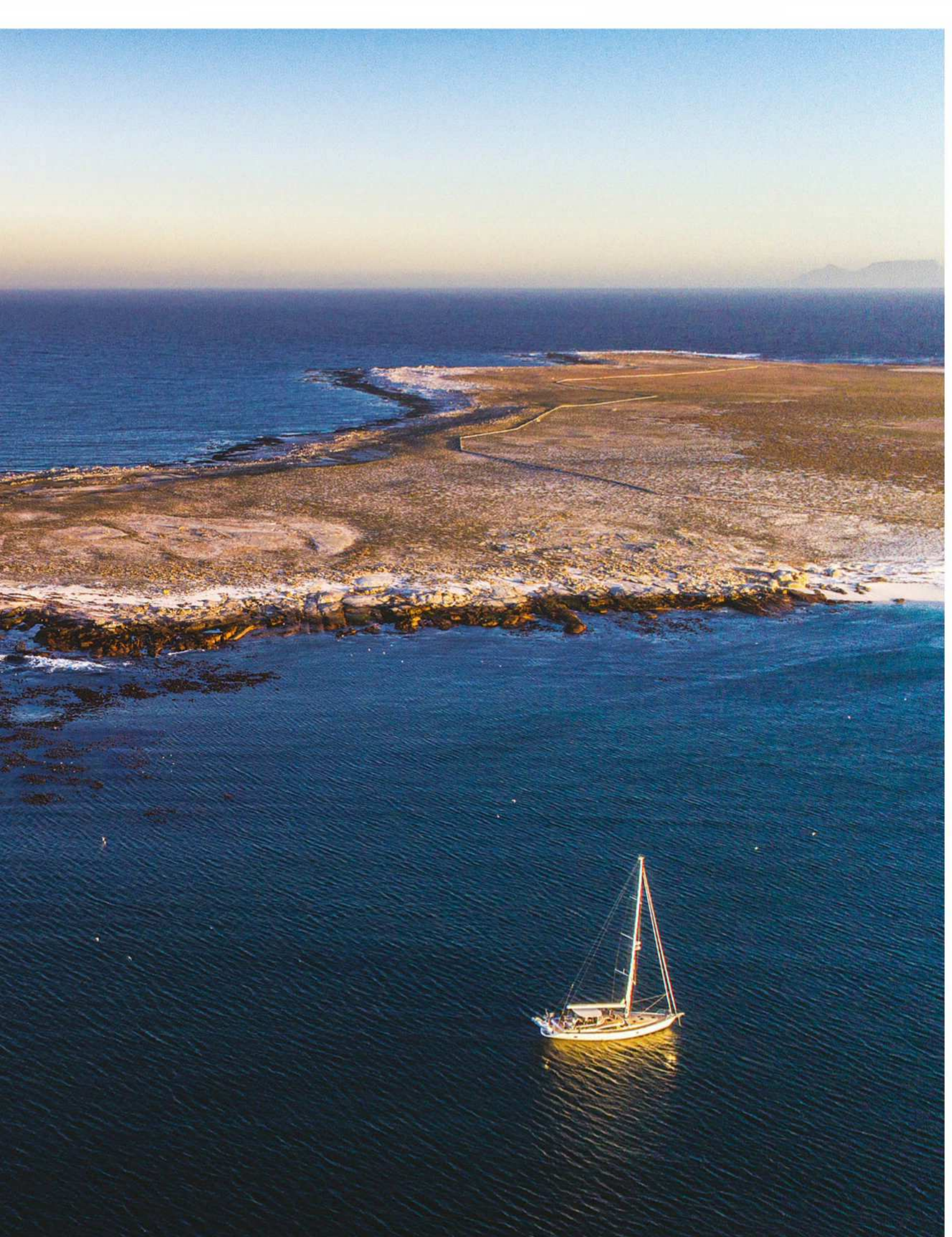
CHRIS EAKIN was an anchor for BBC News. He has also published the successful book, *A Race Too Far*

An aerial photograph of a rugged coastline at sunset. The sky is a gradient of blue and orange, with the sun low on the horizon. The ocean is a deep blue, and the rocky shore is illuminated by the warm light of the setting sun. The rocks are dark and jagged, with some white foam from the waves. The overall scene is serene and wild.

Untamed Africa

TRYSTAN GRACE

The southern tip of Africa is the point where three oceans meet and, as such, can be a wild sort of a spot. Dassen Island is just to the south of Cape Town where the Atlantic and Southern Ocean meet. It's a suitably rugged outpost and this uninhabited island has been the graveyard of many vessels. Dick Beaumont's Kraken 66, *White Dragon*, shelters in the lee of this wild and desolate place.



Ebb and flow

EVENTS | NEWS | TALES FROM THE SAILING COMMUNITY

EDDIE JORDAN JOINS OYSTER



After shelling out for Oyster Yachts, new CEO Richard Hadida has appointed his board.

Having pulled the Suffolk based yacht manufacturer back from the brink after it went into liquidation February, Hadida, a high net worth tech entrepreneur, has now appointed his board which includes noted F1 playboy, Eddie Jordan.

Richard Hadida said: "We are committed to building the best possible team here at Oyster which we believe will put us in the strongest position to deliver an effective turnaround and get Oyster back to where it should be – the absolute pinnacle in yacht design.

"Getting the right leadership, oversight and governance in place is key to building a

sustainable business.

Another notable addition to the board is yacht designer Rob Humphreys who has designed many Oysters over the years.

Oyster Yachts went into administration in February with the loss of around 380 jobs after the Dutch backers, HTP Investment, pulled out despite the company having an order book worth an estimated £80m. The company had been troubled by a lawsuit relating to the loss of the Oyster 825 Polina Star, which lost its keel in 2015.

It is understood that Hadida acquired Oyster and subsidiary companies minus the liabilities relating to Polina Star giving the potential for the company to make a fresh start.



2019 LONDON BOAT SHOW CANCELLED

The London Boat Show, once one of the great bastions of the boat show calendar is no more.

Organisers British Marine cited a lack of commercial viability.

"The decision to put the London Boat Show on hold is naturally very disappointing," David Pougher, president of British Marine, said:

"But British Marine cannot commit to running a show which is clearly forecasted in its current format to be commercially unviable."



Henri Lloyd clothing unfolds



Employees at Henri Lloyd clothing have enjoyed a partial reprieve after some jobs were saved despite the business becoming another victim of the challenging economic climate on the high street.

The company briefly went into into liquidation and appointed RSM Restructuring Advisory LLP as administrators. Five stores and certain stock assets were then sold to Aligro UK Limited.

The result has been that Henri Lloyd's stores continue to trade in Salcombe, Dartmouth, Cowes, Cheshire Oaks and Lymington, saving 38 jobs. Four other stores were closed and 128 staff have lost their jobs.

Henri Lloyd Limited posted turnover of £17.7 million for the year to April 1, 2017, with a gross profit of £6.12 million and an operating profit of £247,688.

Anyone out there with a fetish for forts and a spare £11m is currently in luck. The Solent's three Iconic forts; Spit Bank, No man's Land and Horse sand are currently up for sale as a job lot.

HENRI-LLOYD/BRITISH MARINE/BAVARIA YACHTS/OYSTER YACHTS



Many happy returns

Falmouth was treated to the return of a long lost friend when Sir Robin Knox-Johnston and Suhaili returned to the port to mark 50 years since the start of the Golden Globe Race at the place where it all started (and ended) for Sir Robin. The four day celebration included the parade of sail pictured plus a selection of dinners including a special dinner for Sir Robin at the Chain Locker Pub where he was served a steak lunch followed by lemon meringue pie. This was the dinner he ordered on his return after 312 days at sea alone aboard Suhaili.

BLACK FOREST BOOST

Bavaria Yachts continues to work through its financial problems by stating that production has been 'stabilised' and the manufacturer is continuing to take orders and deliver new boats. The Black Forest based boatbuilder announced it was going into administration in February after investors Oaktree and Anchorage Capital withdrew their financial backing.

Despite this blow, none of the 600 staff members has been laid off and the manufacturer hopes to unveil an investor in July.



EDINBURGH MARINA GETS THE GO AHEAD

New plans for a huge marina near the centre of Edinburgh have been unveiled accompanied by the promise of more jobs and greater wealth for the area. The new 300 capacity marina is planned for the Granton Harbour area and will cost an estimated £500m. The marina development will be funded off the back of a development of around 2000 waterside homes. The marina itself will be operated by Camper and Nicholson's. It will be the only 24/7 full access marina in the area.



GOOD NEWS



Marine conservation zones: Government has pledged to create 41 new ones to protect wildlife in sensitive areas around the coastline.



Plymouth's Mayflower Marina has retained its Five Gold Anchor award from The Yacht Harbour Association (TYHA). The accolade has been given for a high standard of facilities, commitment to customer service excellence and operational competence.



Pondicherry Shark. This rare shark, generally found in the rivers of Sri Lanka and India, has not been seen since 1979 and scientists suspect it may now be extinct.



The French America's Cup Challenge: Team Groupama endured the misfortune of having their premises in Brittany badly damaged by fire.

BAD NEWS



What's on

EVENTS | DIARY DATES | PLACES TO VISIT

LENDY COWES WEEK



4-11 AUGUST – HAMPSHIRE

For a slice of the action at the world's largest regatta, plot a course to the Solent in early August. This Cowes-based eight-day event is a highlight of the British Summer Season and annually attracts 100,000 visitors.

● lendycowesweek.co.uk



BRISTOL HARBOUR FESTIVAL

20-22 JULY – BRISTOL

For nautical tradition and seafaring history Bristol Harbour Festival is well worth a visit. Historic ships and steamboats will be on display plus there will be plenty of entertainment for all the family.

● bristolharbourfestival.co.uk



LIVERPOOL SEA SHANTY FESTIVAL

25-27 AUGUST – MERSEYSIDE

The Liverpool Sea Shanty Festival is incorporated within Folk on the Dock, which celebrates three days of folk, roots and acoustic music.

● shanty.org.uk



SEA SALTS AND SAIL FESTIVAL

13-15 JULY – CORNWALL

For a real taste of traditional west country life, plan a trip to the biennial Sea Salts and Sail Festival in Mousehole. Celebrating Mousehole's long history as a small working fishing village, the organisers have plenty of treats lined up.

● seasalts.co.uk



40TH ANNIVERSARY THAMES TRADITIONAL BOAT FESTIVAL

20-27 JULY – OXFORDSHIRE

For a chance to celebrate all that's best in British boatbuilding and craftsmanship, head to the Thames Traditional Boat Festival, Henley. This is one of the longest running events of its type.

● tradboatfestival.com



CRUINNIU NA MBAD FESTIVAL

10-12 AUGUST – GALWAY

Up to 100 traditional Irish Galway Hookers gather for a weekend of racing and partying at Cruinniú na mBád festival in Kinvara, County Galway.

● irelandsmaritimefestivals.com

Don't miss our sister titles this month

Classic Boat

- Eight page guide to this year's Golden Globe Race
- Suhail's older sister discovered in Italy
- The restored S&S yawl that won line honours in the 1951 Fastnet



Yachts & Yachting

- Olympic controversy: World Sailing responds to criticism
- RS 21 test: Rupert Holmes investigates the new pocket rocket keelboat
- Ten ways to improve your racing



NEXT MONTH IN SAILING TODAY

ON SALE JULY 27

It's our **new boat** special in the September issue of Sailing Today and we'll be looking at the most exciting new boats. To accompany that, we have a guide on **buying a boat** both new and used. We visit **Gibraltar Marina** one of the great stop off points of world cruising. We boat test the **Dufour 56 Exclusive** and discover a blend of

cruising comfort, luxury and speed. Plus we're reporting on the start of the **Golden Globe Race**.



NEW 548



VISIT THE HANSE DISPLAY

at Southampton Show this September to view the entire range in one exciting location

315 new 348 new 388 new 418 455 505 new 548 575 588 675

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Block of silver

Because you're worth it

Dress to impress with a piece of C'est la Vie Jewellery that feature detailed Harken block minitures. Cathy Ash-Vie (partner in Harken UK) who is in the unique position of being able to create authentic, accurate and detailed jewellery pieces has, by using her design skills, come up with a unique collection of solid silver nautical jewellery. Among the best sellers are the solid 925 Sterling silver cufflinks, which feature precise detailing of the traditional Harken block.

- £90
- cestlaviejewellery.com



Breathe easy

The perfect onboard accessory for wine lovers

Make room for spontaneity with Skandium's Menu Winebreather Carafe that breathes wine in an instant. From the Scandinavian design house, Norm architects, this stylish ships decanter designed by Jonas Bjerre-Poulsen and Kasper Rønn, is the perfect onboard accessory for wine lovers who know the importance of serving wine at the correct temperature. Simply connect the wine breather and the bottle and empty the bottle into the carafe. This process provides 10 times more oxygen, which means it is aerated to exactly the right temperature. You can either serve the wine in the elegant carafe, or turn around once more to let the well-breathed wine run back into the original bottle.

- £59.95
- skandium.com

Mooring in the garden

Luxury home in the heart of the Solent

This three-double bedroom townhouse in Ocean Village, Hampshire that has its own 10m mooring, could be the perfect home for cruising sailors. This attractive lock-up-and-leave, easy to maintain leasehold house, has been recently refurbished to the highest standard and features a double aspect east facing sitting room, and spectacular views overlooking the marina to the west from the balcony. Situated in Calshot Court, a cul-de-sac of just 24 town houses, this is one of the largest properties in the 'Original Ocean Village' development.

- £795,000
- leaders.co.uk





Cuba charter Cruise in Hemingway's wake

Explore the delights of cruising the Caribbean island of Cuba the from Tenrag Charter's base at Cienfuegos – one of Cuba's largest and most prosperous cities.

This 10 Day, Jardins de la Reine cruise on the archipelago in the southern part of Cuba includes stopovers in places like the city of Trinidad that showcases Cuban's rich culture and stunning colonial architecture. For the serious cruising sailor, this Cuban charter cruise creates the perfect opportunity to enjoy the stunning coastline and idyllic anchorages that offer plenty of beautiful places to snorkel and swim. Choose from bareboat, crewed, or per cabin charter.

- £4,656.00 (10-day bareboat charter for up to eight on Lagoon 39 catamaran)
- tenrag.com

Fresh coffee afloat

Proper coffee aboard

The romantic ideal of waking up onboard to the smell of coffee without the horrid gas smell is now possible thanks to Handpresso's Auto Capsule coffee maker, which uses Nespresso compatible capsules. This 12/24V espresso machine is proving popular among the sailing fraternity. By simply wiring in a cigarette lighter socket to the boat electrics, this snazzy little machine, which draws 10/5 amps depending on the volts, is the ultimate luxury for coffee-loving sailors.



- £175
- handpresso.co.uk

Supermodels

Your yacht in miniature

Those with an eye for perfection may be interested in investing in a bespoke model of their own yacht from the American-based company Model Ship Master. These models are hand made to order and represent the highest quality craftsmanship of their kind. Classic and modern day yachts are among the range of vessels specialised in and, the popular Albin Nova Scandinavian cruising yacht (pictured) designed by Peter Norlin, is a fine example. This stunning 20inch model was completed for an owner and shows the workmanship that Model Ship Master is known for.

- \$2,500 USD (for model shown)
- modelshipmaster.com



New boats

DESIGNS | LAUNCHES | PROJECTS



Delphia 42

£tbc

Poland's Delphia Yachts have a hand in manufacturing far more rival brands than you'd imagine. It has, however, been a while since they launched a new yacht. Yet the new 42 is spanking new and – on an initial cursory glance – she looks the business. She's designed by Tony Castro who knows what he's about. She's definitely a cruiser but there looks to be a performance edge to her and, judging from the number of portlights and hatches, she's going to be incredibly bright inside. She's pictured here alongside another new design, the Delphia 50 (left).

● delphiayachts.eu



Discovery 48

£695,000

The range of new yachts emerging from the Discovery yard at the moment could fill these pages for several months so the best thing to do is introduce them as they are launched. The Discovery 48 is currently in production at the company's Marchwood yard but shares the same hull as the new Southerly 480 (see p44). There are a number of differences between the two yachts but the most blindingly obvious is that the Discovery 48 has a fixed keel and the Southerly 480 has a swing keel. Other than that, the Stephen Jones-designed hull is smart and the wraparound deck saloon has a stylish, modern look.

● discoveryyachts.com

Surfari 48

Price: c£2.47m

Anyone who has heard US rocker Jimmy Buffett's 'Cheeseburger in Paradise' will be aware that this is a man who is a genius – if only for managing to eke out a handsome living with a relatively limited skill set. He's also a keen sailor and the Surfari – built by the Friendship Yacht Group - represents his vision of the ideal Caribbean cruiser. To this end he wanted to combine racing yacht performance with motor yacht performance under power. She features extensive use of carbon fibre in her construction and she clearly looks like she's designed to sail. To give her a bit of a boost under power, designer Ted Fontaine has fitted twin 85hp Yanmars to get you moving.

● friendshipyachtcompany.com





TOP SECRET

Solaris 68

Epoa

When plans for the Solaris 68 were announced they were deemed so innovative that the manufacturer refused to release anything but the most basic of renderings. You could call this a spot of PR genius or the most pompously overblown gesture any yacht manufacturer has achieved in a good while. Anyway, the 68 has now been launched and can be fully viewed – although it is advisable only to do so through a collander or a pinhole projector. Anyway, Australia II she ain't but she is very pretty so we forgive Solaris for some of their hubris. The Soto Acebal designed hull is suitably slippery and she features the sort of stripped out 'loft style' interior that Solaris have become so adept at turning out. Weight is a relatively modest 28,000kg and she promises to be an accomplished performer.

● solarisyachts.com



McConaghy MC50 cat

£1.12m

I don't know about you but when I think about McConaghy Yachts, I don't generally think of multihulls – I think of Wild Oats, ICAP Leopard etc. It's therefore rather interesting that they are putting out what is essentially a fast 50' cruising catamaran. Even more confusingly she's designed by Jason Ker; again, someone I associate with racing monohulls. Anyway, the result is certainly interesting and attracted a lot of attention at The Multihull Show in La Grand Motte in the spring. The 50 is actually

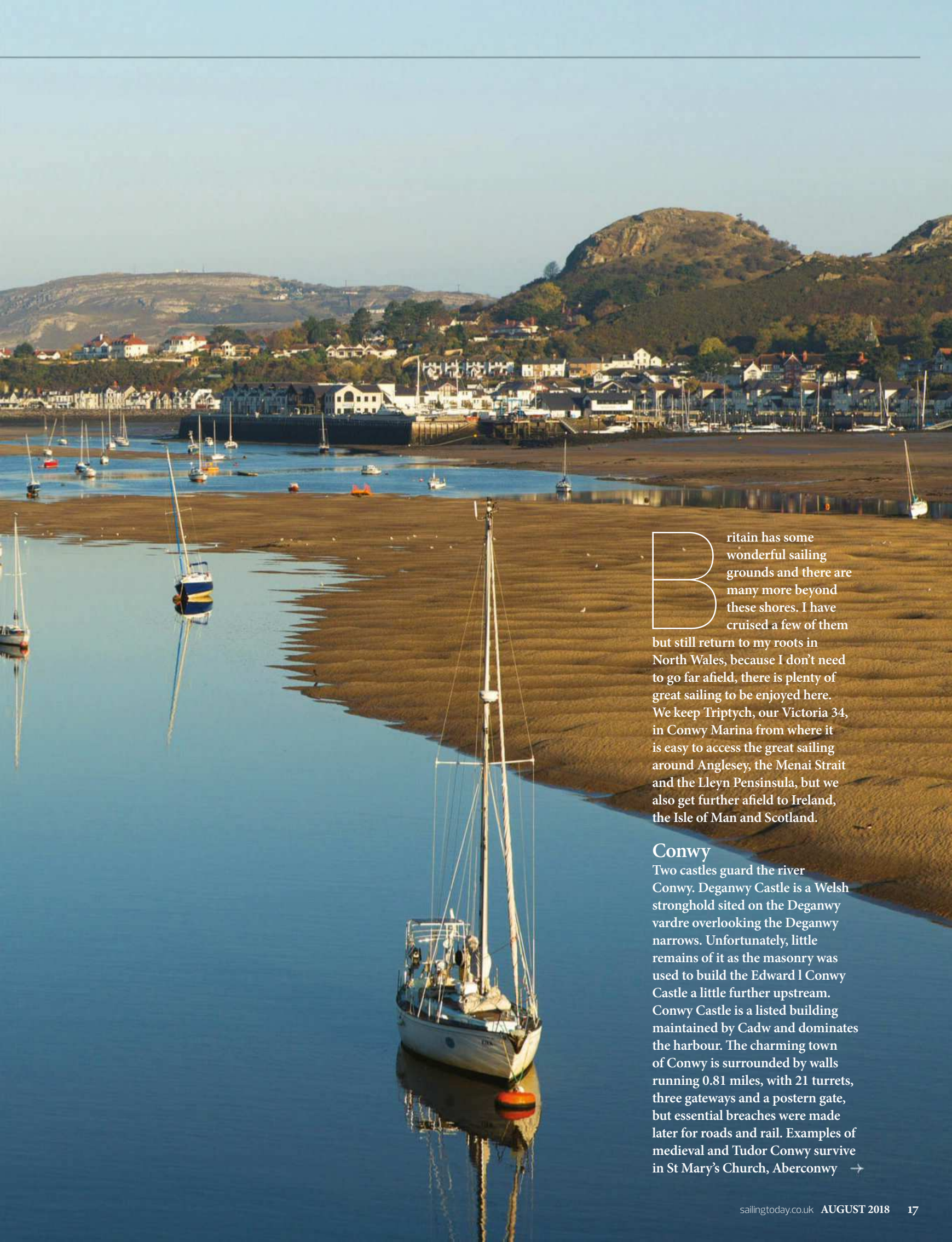
the first in a range of MC cats that go up to 90' and she certainly looks very purposeful in a sort of brooding way. Naturally she's towards the performance end of the cruiser spectrum and construction has been kept light with the use of carbon fibre in hull and rig. On the other hand the interior is extremely comfortable – luxurious even – and there's no question that this will be a fast passage maker.

● mcconaghyboats.com



From castle to castle

Cruising North Wales provides a magical combination of rugged scenery and wonderful historical ports. **Don Smith** gives you his insider's tips on the area



Britain has some wonderful sailing grounds and there are many more beyond these shores. I have cruised a few of them

but still return to my roots in North Wales, because I don't need to go far afield, there is plenty of great sailing to be enjoyed here. We keep Triptych, our Victoria 34, in Conwy Marina from where it is easy to access the great sailing around Anglesey, the Menai Strait and the Llyn Peninsula, but we also get further afield to Ireland, the Isle of Man and Scotland.

Conwy

Two castles guard the river Conwy. Deganwy Castle is a Welsh stronghold sited on the Deganwy vordre overlooking the Deganwy narrows. Unfortunately, little remains of it as the masonry was used to build the Edward I Conwy Castle a little further upstream. Conwy Castle is a listed building maintained by Cadw and dominates the harbour. The charming town of Conwy is surrounded by walls running 0.81 miles, with 21 turrets, three gateways and a postern gate, but essential breaches were made later for roads and rail. Examples of medieval and Tudor Conwy survive in St Mary's Church, Aberconwy →

house and Plas Mawr, and though slightly younger, the smallest house in Britain is on the quayside.

There is usually something going on in Conwy every weekend, in and out of season, such as the honey fair and knights in chain mail are often seen about the town. Drew Pritchard of Salvage Hunters has a new shop on the high street and opposite is Edwards' Butchers, which is excellent. For larger shopping needs, Tesco is close by in Llandudno Junction where there is also a multiplex cinema.

Conwy has good facilities for



BELOW
Conwy Castle dominates the harbour and town



resident or visiting sailors, with Conwy and Deganwy marinas providing hoists, engineers, riggers and more; Conwy marina also offers a chandlery, the Mulberry store and restaurant on site. In addition, there are drying and deep-water moorings in the river, as well as pontoons off the town quay, managed by the harbourmaster. Visitors' berths in the marinas or moorings are usually available and the North Wales Cruising Club (NWCC) run a water taxi, available on VHF channel 37; call sign, cruising club launch.

The marinas have mastered their

silting problems and have an effective rolling programme of suction dredging every winter; the local authority's multifunction dredger maintains the fairways, moorings and buoyage. Both marinas have half-tide sill gates limiting access or departure to HW +/- three hours. The fairway is shallowest at the scabs that dry at one metre above LAT, which limits yacht navigation (draught 1.5-2.0m) to about the same timings. Shallower draught vessels of course have more flexibility.

There is an active sailing scene with a fleet of Conway One-Design keelboats based at Conwy Yacht Club in Deganwy, and the NWCC is just inside the walls by the Conwy town quay. Both clubs welcome visiting sailors. Slipways to launch small boats are available at Deganwy, Conwy Quay and the Beacons on Conwy Morfa. Conwy's trawler fleet died in the 1980s, a casualty of quotas, but the traditional mussel fishery, using 15ft rakes from open boats survives.

Beaumaris

The Menai Strait channel hugs the Anglesey shore from Puffin Island to Menai Bridge and, to the south is the expanse of the Lavan Sands, breached by the Penmon Swatch that local sailors often use cutting across to or from Conwy. Beaumaris has a wonderful panorama of Snowdonia and historically was the gatekeeper for the north of the Strait, hence another Edward I castle. This one provided excellent all-round defence as well as defence-in-depth provided by the moat and concentric walls. Though never quite finished, it is in remarkably good condition, open to the public and maintained by cadw. The town is a rich mixture of medieval, Georgian, Victorian and Edwardian architecture with plenty of options for eating out.

This is a very active sailing centre that hosts the annual Menai Strait Regattas lasting for a fortnight, this year bridging July and August. Classic keelboats converge here for the races and hwyl (fun), including the Hilbre, Mersey Mylne, Conway and Menai Strait One-Designs, and the local Fifes. There are also events for dinghy classes as well as rowing. Towards the end of the fortnight,

they race through the Swellies to Caernarfon, conditions permitting. The Round Anglesey Race is staged for the larger boats towards the end of the regatta, starting at Menai Bridge close to HW slack, which is ideal for the transit of the Swellies.

The local sailing clubs include the Royal Anglesey Yacht Club, Beaumaris Rowing Club and North West Venturers Yacht Club at Gallows Point, which are all active groups. Beaumaris has good boatyard facilities and other small boat needs such as chandlery are available too.

Port Penrhyn

Sited on the mainland bank of the strait, this dock was built to export slate from the Penrhyn slate quarries, and it still does I am told, but it's also home to mussel fishery boats based in the outer harbour. The harbour dries and small boats can berth along the walls or raft off them. The listed buildings of the old slate dock provide an idyllic setting but there are few facilities for sailors other than water, shipwrights, Dickies Boatyard, Dickies Brokerage and the abundant hard standing for which there is power.

Menai Bridge

The town of Menai Bridge lies beneath Telford's suspension bridge, which for many years was the only road crossing of the strait. The upper deck of the Britannia Bridge carries the bulk of the road traffic and the lower deck carries the single-track rail link to Holyhead.

Between these bridges lies the Swellies, a fearsome passage for anyone's bucket list, but the pilotage at HW slack is straightforward. There are still plenty of rocks to be aware of, but building these bridges in the 19th century provided the opportunity to clear the south shore and many of the reefs down to LW spring level. Road and rail traffic has outgrown the bridges' capacity and a third crossing adjacent to Britannia Bridge, with a similar air draught for navigation, is in the planning stage.

Menai Bridge is home to Bangor University's Oceanography Department and you will often see their research vessel, Prince Madog, berthed at St George's

DON'S BOAT

TRIPTYCH
Victoria 34

LOA 10.4 m

Beam 3.22 m

Draught (min)
1.47 m



THIS IMAGE
Pen Trwyn on
the Great Orme

LEFT
Caernarfon Castle
stands proud at
the mouth of the
River Seint



“There is usually something going on in Conwy every weekend”



THIS IMAGE
The Conwy river
at Deganwy with
the Vardre in the
background.

BELOW
The smallest
house in Britain



Telford's Menai suspension bridge, spanning
the north end of the Swellies





marina and there are good shore toilet and shower facilities along the western side of the quay. Last year saw suction dredging in Victoria Dock to clear a shoal patch and more is planned for October.

There is a half-tide flap gate at the dock entrance with access HW -2.5hrs to +3hrs 0700-2300 in summer and daylight hours in the winter. Up to 45 visitors' berths are available and, if visiting, Mark (VHF 80) in the dock control building will guide you to a berth on either of the two seaward pontoons.

There is a chandlery on the quay that also has a hoist and access to rigging and other services; for major reprovisioning, Morrisons

Pier. Operating from an adjacent pontoon are the rib rides through the Swellies and beyond. Sited down by the waterfront is the recommended Dylan's Restaurant that has a splendid view across the strait and the Menai suspension bridge. The tide runs fast here but there are also strong countercurrents to contend with should you wish to come alongside or pick up a mooring; contact the pier master of VHF 69 for availability. There are splendid walks along either bank of the Swellies with good views of the bridges, islands and tidal rapids.

Port Dinorwic

Once clear of the Swellies the sail down to Port Dinorwic is leisurely, passing close by a statue of Admiral Nelson at HMS Indefatigable and then Plas Newydd country home, which overlooks the strait. This stately home became HMS Conway after the original training ship grounded in the Swellies in 1953 and broke her back. While being towed to Birkenhead for a refit, she had nearly reached the suspension bridge when the tide turned; the waters, full of powerful whirling vortices, seized her, broke her tow and drove her onto the platters where she ended her days.

Despite her loss, 100s of boats make the transit safely each season. There are plenty of sailing and other events transiting the Swellies too, including the Three Peaks Yacht Race, the Menai Challenge, the Great Raft

'The listed buildings of the old slate mine make for an idyllic setting'

ABOVE (left) Victoria Dock marina in Caernarfon has plenty of visitor berths; (right) Admiral Lord Nelson stands just below Britannia Bridge, studying all who pass.

Race, the Round Anglesey Race, skiff races, castle-to-castle (Beaumaris to Caernarfon), rib rides, the MV Balmoral, kayaks and rescue training.

Port Dinorwic is built into the mainland hillside and fitted with lock gates, which operate three hours either side of high water. It is a small marina but there are good shore facilities as well as a hoist; close by are boatshed sailmakers, riggers and a range of other essential services. They also have a drying outer basin, accessible three hours either side of high water, and some visitors' moorings. Gardd Fon is an excellent waterside restaurant that I can recommend, but booking is essential.

Caernarfon

The water is deep at the Port Dinorwic bend but beyond the Welsh national watersport centre at Plas Menai pay close attention to the buoyage. For the last leg beyond C11 buoy to Caernarfon, the channel follows the mainland bank and the water runs fast across the Victoria Dock entrance: ferry glide to the entrance and then you are in. Up to now, the direction of buoyage has been from NE to SW but the change of buoy (south cardinal) is just off the Langerne Pier at Caernarfon.

There is an active berth holders' association here who have negotiated considerable improvements in the

supermarket is very close. It's an excellent place for a walk, with the old town walls just beyond the dock.

Holyhead is an excellent jumping off and landing point for Ireland but Storm Emma destroyed the marina on 2 March. Fortunately, visitors' moorings will be available during the rebuild of the marina.

From anywhere on this coast you can circumnavigate Anglesey, which is a game of tidal gates, getting to, through or past challenges such as the Swellies, Carmel Head, Holyhead and Caernarfon Bar, riding the tide as much as possible. If you want to sail further afield, the Isle of Man, Lleyn Peninsula, Bardsey, Pwllhelli and Cardigan Bay are all within easy reach.



ABOUT DON SMITH Don Smith grew up in Llandudno and learned to sail in Trearddur Bay. He has cruised in the Ionian, Mediterranean, Biscay, Brittany, north Wales, Irish Sea and Scotland and did the ARC in 2008.

Useful contacts

Marinas:

Conwy Quays:
Web: quaymarinas.com
Tel: 01492 593000

Caernarfon

Web: caernarfonharbour.co.uk
Tel: 01286 672346

Books: Cruising Anglesey & Adjoining Waters – Ralph Morris – imray.com

Charts: 2700 (Imray), 5609 (Admiralty)

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Tom Cunliffe

Taking the ground in a yacht can be a relaxed, pleasing experience if done deliberately. Yet there are times when things can become somewhat fraught...

When the editor advised me that this month's edition of ST would have the theme of seamanship skills, I dug out my mildewed Yachtmaster examiner's hat. Thinking about sail trim and power handling didn't appeal, but things looked up when I began to consider great groundings I have known. In fairness to my candidates, many of these mishaps have been 'all my own work', so in the

hope that some general lessons might spin off from the specific, here are a few of the more memorable ones.

Examiners occasionally opt to re-examine failed candidates who have fallen short in a particular department. Usually this will be some theoretical item that has slipped through the net, such as secondary port tidal heights. I once tested an amenable chap who had done well enough once he got to sea. Unfortunately, his boat handling close-in had given me no confidence. He convinced me that this was down

to exam nerves. If we arranged a rematch, he would spend the coming fortnight doing 'circuits and bumps' in his own boat then amaze me with his expertise. And so it was that we left a berth in Hamble Point Marina, bound into Southampton Water for a few evolutions. His yacht was a sweetheart, but motoring among the tightly packed pontoons after breakfast I once again suffered that feeling of impending doom that examiners know well. It is not a good sign, but we did arrive at the river without mishap. The wind was



PODCAST

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'Anyone can make a mistake. It's what happens next that often decides the issue.'

blowing up the channel, making a mainsail hoist easy. This being Yachtmaster level, not a Day Skipper exercise, I encouraged him to get on with it as a spring ebb urged us seawards. The main was like the Grand Old Duke of York - neither up nor down - when a luff slide jammed. The resulting kerfuffle distracted his attention and without further ado we crunched onto the gravel on the east side of the entrance.

Running aground doesn't necessarily mean exam failure. Anyone can make a mistake. It's what happens next that often decides the issue. What he should have done, of course, was to shove the helm hard over to push the bow through the headwind, finish hoisting the main to heel the boat and given the engine the beans at full ahead to get back into the channel. With the ebb on overtime, there was literally not a moment to lose. Instead, he shuffled around for a while, then dropped the main and tried to come off astern. It

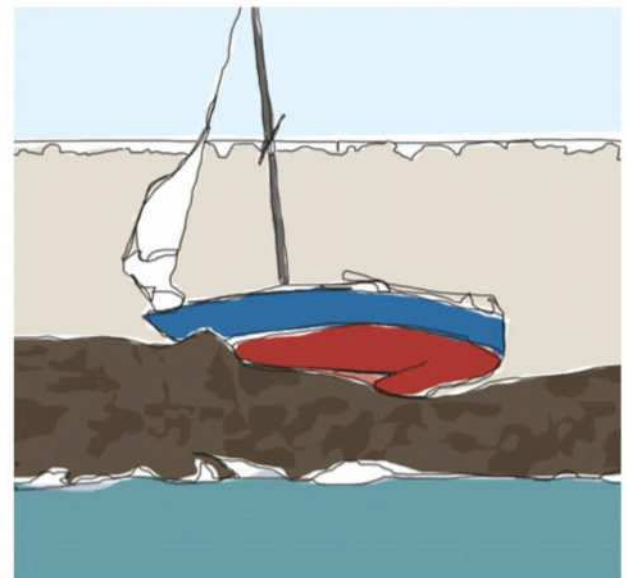
didn't work and ten minutes later it was clear that nothing else was going to work either. Before long, we were literally high and dry. The pubs had opened by now, so we clambered off the downhill side of the yacht onto the sea bed, carried out an anchor for the look of things then toddled along to the Rising Sun for a spot of lunch.

It was an unconventional end to an exam, but the candidate didn't argue when he received the hard word. Indeed, he was gentleman enough to suggest I go home, leaving him and his crew to salvage their boat. Since he was the skipper and this was not a full exam, just a re-sit in my own time, it sounded a capital plan. I finished my chips, called a cab and disappeared to write my report.

A very different coming together with the bottom happened to me a couple of years ago in, of all places, the Kiel Canal, which joins the River Elbe with the Baltic Sea. The canal was opened in 1895 on the orders of that well-known yachtsman

ABOVE
Fun and games off Beaulieu Spit, the scourge of many a Yachtmaster candidate

Kaiser Bill to give easy access to the open sea for his growing fleet of battleships. It is very deep with reasonably steep-to sides and a bottom made up of small boulders. I have transited this waterway many times and it's always interesting →





could have been very different.

A further notable meeting with the crabs took place while updating the Shell Channel Pilot at St Peter Port, Guernsey. The harbourmaster's lad who is usually on hand to assist new arrivals sent me down a route that I thought might be thin on water an hour or so before the bottom of a 28ft spring tide. I think the poor fellow must have had a long day, but he was adamant, so away I went.

A 100 yards short of the berth, I ran gently aground with the tide dropping like a brick. There was no getting off, and it didn't take a genius to work out that more than a third of my two metres draught had yet to fall. I was boiling the kettle for a nice cup of tea and praying my long keel would sink far enough into the mud to keep me upright when an outward-bound Frenchman, oblivious of my plight, ran out of water immediately abeam of me at high speed. He was close enough to shake hands. After the usual five minutes of frantic activity, he too abandoned hope of getting off and took advantage of the social opportunity.

His crew of gastronomic enthusiasts had just consumed what they described as a 'formidable' lunch and were in the mood to celebrate. We were cracking his second bottle of duty-free bubbly half an hour later when a shoal draught yacht trickled by, just afloat. Her skipper had an open copy of my pilot book in his hand. As he passed on my clear side, he peered at its pages pointedly through half-moon spectacles, then raised his eyes to me.

'Reassuring to see you're keeping on top of the job, skipper,' he said. ✦

to watch a big ship passing. As she moves through the restricted passage, her massive displacement causes the depth to diminish visibly, sometimes by as much as half a metre or more. One summer's day I was motoring through at 6 knots in the sunshine bound for the locks at the Baltic end when I saw two ships in the distance coming the other way. As they closed with me, it became clear that one was overtaking the other. I've never encountered this before or since. I'm not even sure that it's legal, but I was hardly in a position to put on a flashing blue light, so I kept well

compartment was hurled forward so that she head-butted the mirror. Mercifully, it was made of stern stuff and didn't break, but it left her dazed. Understandably assuming I had run into the embankment, she came up the hatch with some choice observations about my seamanship, only to find us refloating with the rig intact, still 20 yards from the shore.

To my amazement, the bilge remained empty, but a grounding as violent as this demanded investigation. When we hauled out, the gel coat had been knocked about at the forward corner of the long keel and there was some superficial

'The momentum effect of 12 tons of yacht stopping dead is remarkable'

over to my own side and pressed on. Because of the lack of width, I allowed myself to drift in towards the bank, watching the depth sounder for confirmation that all was well. I settled on a course when it read 4.2 metres, giving a whisker over 2 metres under me. As the ships came abeam they were running parallel to one another so their displacement wave was a combined effort. Incredibly, it sucked seven feet of water out from under my boat and dumped me unceremoniously on the stones. The momentum effect of 12 tons of yacht stopping dead is remarkable. My wife, who was below washing her hands in the head

damage to the bottom of the keel, but nothing else. I dried her out, faced it all up with thickened epoxy, repainted and the job was done.

Two things can be learned from this incident. The first is that if ever I am in any doubt about water levels in a restricted canal, I will slow down to a virtual standstill when passing a ship. The second is to have nothing to do with yachts with bolt-on keels for serious cruising. However careful we are, we simply cannot be certain that we will never suffer an accident. I had encapsulated ballast. If I'd hit the bottom like that when far from help with a short fin keel or, worse, a bulb, the results

ABOVE
The Kiel Canal offers limited space and often huge ships

BELOW
Tom's Kiel Canal incident demonstrated the merits of an encapsulated keel



TOM CUNLIFFE
Since his first sail in 1961, Tom's been Mate on a merchant ship, run yachts for gentlemen, operated charter boats, delivered, raced and taught. He writes the pilot for the English Channel, a complete set of cruising text books and articles for sailors worldwide



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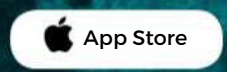
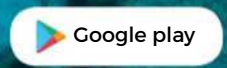
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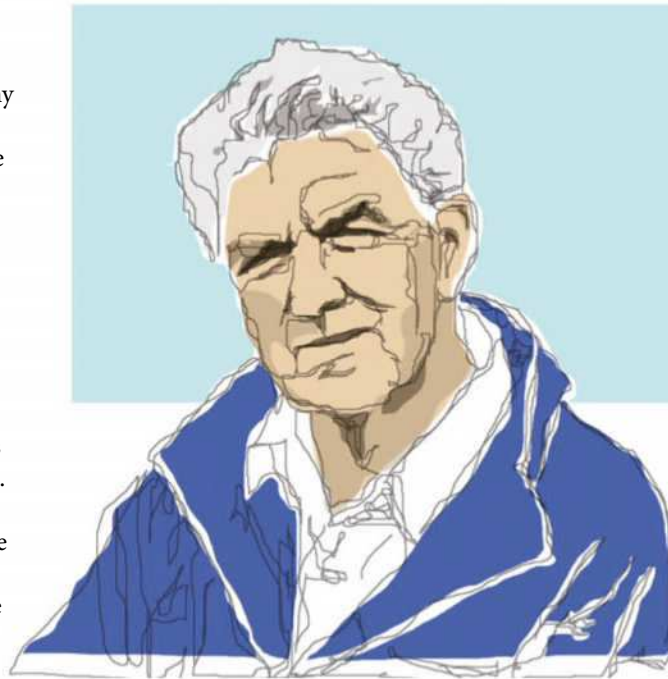
How is your ropework? After many years and many thousands of sea miles under the keel, Paul confesses his is in the 'could do better' category

On the side deck of my boat I have a spare anchor lashed to the guardrails. It's one of those aluminium ones which I carry in case I need to kedge, or put out a stern anchor. I've never used it. And that's the point: not only have I never used it, it has been there for years. Never moved, never rattled, it's in precisely the same position as it was when it was first lashed there. I must now admit that it was not me who did the lashing. It was done by a friend, a master mariner who had worked his way up through the ranks from deckhand to captain and, this is the important bit, had been taught in his youth by a proper bosun how to lash things properly. The result is that they stay lashed, as if welded there. That anchor has been hit by southern ocean waves, nudged in chaotic rafts, kicked by people climbing aboard, but it has never moved.

This would be in marked contrast to its behaviour had I done the lashing. It would certainly not have lasted for years, not even months. I bet that if I lashed it in Cowes, by the time I was at the Needles it would be rattling, and by Portland I'd be making a quick grab to stop it going over the side. When it comes to knots and splicing, worming and parcelling, and all the other rope tricks that real sailors are supposed to do, I am pretty hopeless.

I am no marlinspike sailor, as they say, and I'm not proud of that fact. If I have an excuse it is that I taught myself to sail, and so habits which infected me in my early days have never left. That is why I do everything with a bowline, which was the first knot I learned, along with the figure of eight stopper knot, and an eye splice in three strand line providing I'd got a crib sheet to start me off. But bowlines always work, so why bother with anything else?

This lackadaisical approach to traditional seamanship has stood me in good stead for many decades, until last week when the rope on the mainsheet traveller started to look so tired and tatty that in other circumstances it would have been taken into care. The only snag, and it was a big one, was that it would require me to splice two eyes into modern braid on braid line, the



'I am no marlinspike sailor, as they say, and I'm not proud of that fact'

construction of which is beyond me.

I could have employed a rigger, I suppose, and very nearly did. But thinking it was high time I learned how to work rope properly, I decided to do it myself. I had the splicing fids, sticky tape, marker pen. What else could I possibly want?

The talent, that's what I needed most; but lacking any experience I turned first to YouTube. Some pretty impressive videos there, one in particular looked helpful, but the splicing was performed to some electronic cacophony designed to inspire a 16 year old, but not me. If I turned the sound down I missed the vital instructions. Then another video looked hopeful, but during some crucial bit of the action with the fid, the bloke blocked it out of the shot with his arm and I didn't have a clue what he'd done. I tried written explanations, of which there are many, but these all played some deceitful trick such as 'now insert the

fid at point A', without telling you where the hell point A is supposed to be. This is when the tears start to flow.

In anguish I asked my local rigger to show me how he did it. 'It's easy,' he said, and with bit of fiddling with fid and fingers he threw a perfect eye. But it all flashed by so quickly that it was like trying to work out how the magician had sawn the lady in half. He could have shown me a dozen times and I still wouldn't have got it.

So I did another bit of splicing. I cut bits of Youtube to other bits which made sense. Then I spliced those to a few written words and diagrams. With renewed confidence I worked my way through the threading and stretching until I reached the last paragraph of the instructions. Carefully 'milking', as they call it, the outer cover to conceal the splice I arrived at an eye. It was the right size, in the right place, and tug as I might I could not pull it apart. Job done. Let's have a party to celebrate!

Except the really galling thing is this; once I had completed my masterpiece and was sitting back eyeing it with delight and preparing to bore people with how I had achieved this masterpiece, I realised that I hadn't got the faintest clue how I did it in the first place. It was as if it had happened by magic and now I can't repeat it. My career as a marlinspike sailor has peaked. Time to retire while ahead.



HAVE YOUR SAY

Do you have any tips for Paul to improve his fiddling with fids?

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Blue note

To lie becalmed 'as idle as a painted ship upon a painted ocean', as Coleridge put it, can be both disconcerting and magical as **Jess Lloyd-Mostyn** notes

W here has the wind gone? There's an eerie feeling to losing even

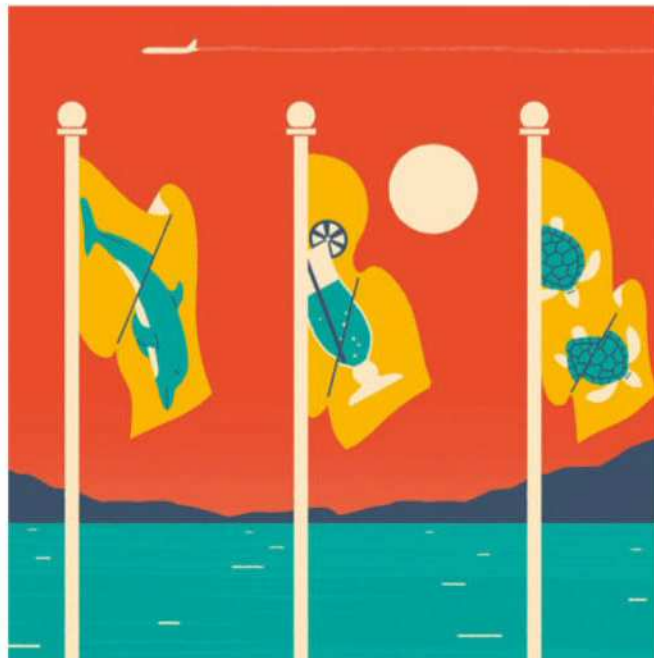
the merest scrap of breeze. We know the familiar adage "calm before a storm" so it's wise to be on the alert when the air goes so quiet. Sometimes, a stillness in the immediate conditions may not herald oncoming strong gusts for you, but might still mean they're occurring not too far away. Squalls can act like sponges, sucking all the wind out of one area only to squeeze it all out in one violent go in another spot.

But this is not the case today. There is nothing ominous or foreboding about this particular lull; the sky is clear, the sun is high, and the ocean has turned into a silent lake. Yes, of course, we can turn the engine on, keep going, push forwards towards the next wind zone. Or, we could linger, luxuriate a little in the calm, and open our eyes up to what this non-sailing kind of sailing can reveal.

The first time we were truly becalmed was the last day of our Atlantic crossing. It was at precisely the last moment that we wanted it – with land within sight, our first taste of the Caribbean life so close and yet out of reach. We were so ready for all of that to begin, to just start already and that silly wind, steadfast and reliable throughout the crossing, decided to up and leave us right at the end. We cursed and coaxed the sails all we could before uttering "dammit" and using the engine.

We were sailing between the British Virgin Islands and Cuba the next time it happened. A fantastic passage forwards suddenly started to get slower, and slower and then left us bobbing, pointlessly on the water's surface. We looked at each other, almost in panic. What should we do? Again, the sky was perfectly clear, nothing nasty lurking to catch us out. We were about a day and a half from our destination with no deadline waiting, or person to meet. So, for the first time, we simply floated for a bit. We furled the sails, shaded ourselves from the sun, had a cold drink, read a book, anything we wanted, just allowing the boat to sit and be.

Crossing the Pacific we were becalmed once more near a cluster of islands, 300 miles from the Mexican coast. It



'The sheer magnificence of the non-existent horizon, the sky merging seamlessly into the sea'

was so hot and stifling once the stillness kicked in that we went so far as to dive right into the ocean water to cool off, something we did again later in the doldrums on the same passage. We experienced another standstill en route from Fiji to New Zealand. The sheer magnificence of the non-existent horizon, the sky merging seamlessly into the sea, inspired us to get creative and we took a huge sequence of fantastic photographs, celebrating the spooky beauty of the shimmering azure surroundings.

Travelling north, up the coast of Costa Rica, we lost the wind yet again. We decided to drift for an hour or two before popping the engine on and settled in. We heard it first, a gentle sort of 'bonk' noise against the hull. We hurried to the bow to find the source and saw a large, leatherback turtle with a rather confused look on its face. Ahead

in the water there were more of them; scores and scores of wet, greenish brown humps, scattered all across the surface. The turtles were dozing; sleeping near the top of the water, and several of them coasted straight into the boat, bumping themselves unexpectedly awake as a result. They'd wave a lazy flipper at us, saluting a greeting, and then wander languidly onward on their way.

We continued to bob, like an enlarged version of the turtles, for a while longer and were about to resort to firing up the engine and burning diesel when we spotted turbulent water up ahead. Gleaming, glistening, grey shapes, writhing and squirming in the sea. A glimpse of fin, a leap, a splash and suddenly the still ocean all around us was alive with action. Bottlenose dolphins had suddenly appeared in a swarm from every direction; it was a superpod, at least 200 strong. They were feeding, jumping, spinning, playing and in such numbers as we had never experienced before.

Sometimes it takes the total immobility of zero breeze combined with resisting the urge to shatter the peace and start up the engine to open up your eyes to other goings on in the water. Sometimes, when carrying on isn't an option, then keeping calm when becalmed is simply the best thing you can do. In the grand scheme of things, it's the briefest of moments of true stillness, in a whole world of constant motion.



JESS LLOYD-MOSTYN

Jess and James left the UK in 2011 in their Crossbow 42 and have sailed halfway round the world, growing their crew en route. Follow their journey at water-log.com



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Opportunity Knox

Successful sailor and businessman offers his thoughts on why events like the Golden Globe Race are creating possibilities for the average sailor to achieve great things. By **Sue Pelling**

Sir Robin Knox-Johnston said he believes the 50th anniversary Golden Globe Race is a “brilliant concept” and is great for the sport of sailing in general.

The British sailing legend and astute businessman, 79, who not only made history to become the first man to sail solo and non-stop around the globe in 1968-69, but who is also one of the key players within the organisation of the Clipper Round the World Race, is now in Les Sables-d’Olonne, France to support the 18 competitors setting off on the 50th anniversary Golden Globe Race on 1 July.

Fifty years ago almost to the day, Knox-Johnston sailed his 32ft double-ended teak ketch – Suhali – across the start line of the inaugural global challenge with nine other competitors and, 312 days later, was the only one to successfully cross the finish line.

Since then he has competed in some the greatest ocean races including Whitbread Round the World Race, the Jules Verne, Cape to Rio Race, Velux 5 Oceans Race and the Route du Rhum, and notched up many a world record along the way.

With so many achievements under his belt, and plenty of energy still to burn off, it was interesting that Knox-Johnston’s decision not to take part in the 50th anniversary Golden Globe Race was a bit of

a ‘been there, done that, and got the ‘t-shirt’ kind of decision.

He said he had absolutely no intention of doing it again. “I thought, why would I want to do that again? I’ve done that. Plus I couldn’t take the time off work anyway.

“It is however, a wonderful idea to create a race once again that it

BELOW
Sir Robin Knox-Johnston is delighted to be involved with the 50th anniversary race



is within the financial means to an awful lot of people who own cruising boats. I believe that is the way it should be going because it is great for the sport. Not everyone, after all, can own a Formula 1 boat that costs £5 million but a lot of people can buy a good, solid, second-hand boat for

£50,000 and feel they can actually go off and achieve something.”

The effect the 50th anniversary race appears to have had on ordinary sailors, and the general public is quite extraordinary. Knox-Johnston said: “I believe The Golden Globe is bringing adventure sailing back, and it is noticeable how there is an amazing amount of interest in the race from a lot of ordinary sailors.”

Although this edition of the race is virtually identical in format to the original race, Knox Johnston says the biggest advantage competitors have compared with when he did the race, is knowing it can be achieved: “That is huge. When you don’t know something is possible it weighs on your mind. You continually ask yourself questions like: will my boat take it? Or will something break? That was my case. I had no one to tell me that it could be achieved, I was sailing totally ‘blind’ in that respect.”

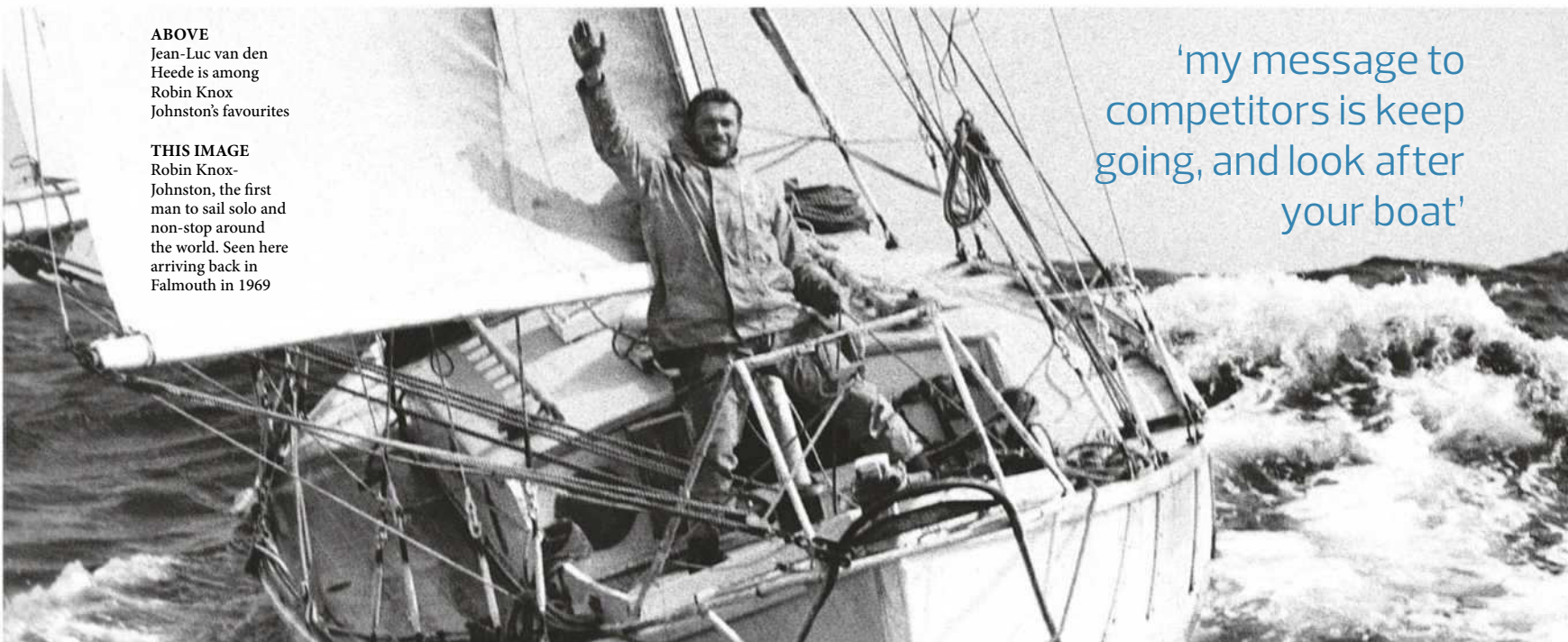
Although he is not actually competing in the race this time, Knox-Johnston says he is happy to be involved in other ways including taking part in the Suhaili 50 Falmouth Parade of Sail of historic yachts, and the SITRaN feeder-style Charity Race from Pendennis Point to Les Sables d’Olonne where the Golden Globe race starts on 1 July.

The support he is offering competitors by just being there is huge but he says there is no getting away from the fact that the race is going to be tough: “One key piece

→ BARRY P. COTHALL PPL / CHR STOPHE FAUREAU / B.L. ROWNTREE



Abhilash Tomy, one of India's most prominent sailors



ABOVE
Jean-Luc van den Heede is among Robin Knox-Johnston's favourites

THIS IMAGE
Robin Knox-Johnston, the first man to sail solo and non-stop around the world. Seen here arriving back in Falmouth in 1969

'my message to competitors is keep going, and look after your boat'



THIS IMAGE
Sir Robin Knox-Johnston aboard the totally restored Suhaili

LEFT
The 50th anniversary Golden Globe Race conference



of advice I can offer competitors is to look after your boat. Those who look after their boats, the ones who keep their boats properly maintained throughout, are the ones that will probably come through. To sum up, my message to competitors is keep going, and look after your boat. If something breaks, fix it right away because a 'stitch in time' and all that, saves goodness knows how many."

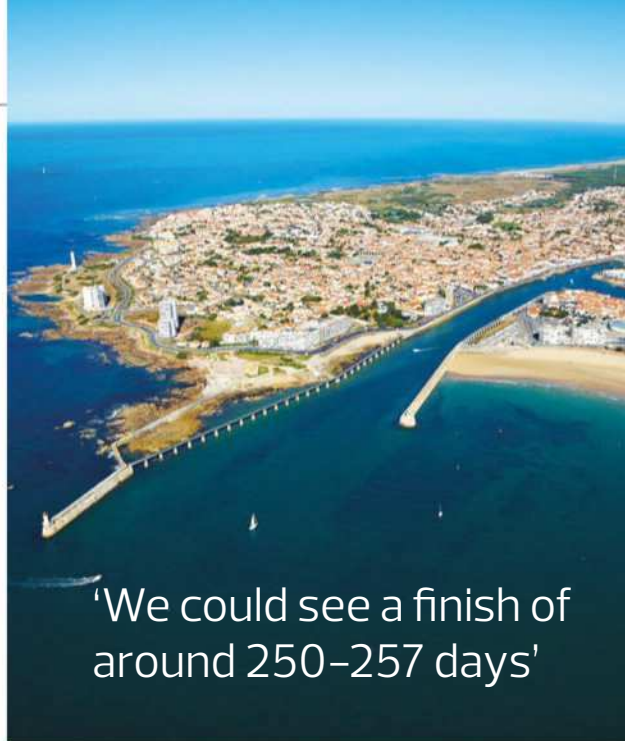
As far as timing predictions go, Knox-Johnston has his own ideas based on his own time 50 years ago. "I think they should be slightly faster than when I did it but it depends on the weather, conditions and the boats, of course. It is difficult to predict but it is going to be between 250-300 days in my view.

"If you take my time round – 312 days – which was an average of 4 kts or so, and add another knot, making it say an average of 5kts we could see a finish of around 250-257 days."

Who is likely to win the race, is also up for debate but Knox-Johnston has his own views on who is likely to achieve great things: "I believe Jean-Luc van den Heede (73), who bought a Rustler 36 specially for the race, is in with a good chance. Not just because of his experience but also the fact he is very competitive and determined, and he has been out training in his boat for about three years.

"He has gone out there and really got to know his boat, which is very important. I think he has been very professional about the way he has approached the race.

"The other one I have high hopes for is Abhilash Tomy who



ABOVE
Golden Globe competitors will transit the canal in Les Sables d'Olonne as they make their way out to the start line on 1 July

is pilot in the Indian Navy and one of India's most prominent racing sailors. He is sailing a Suhaili replica masthead ketch."

In his 79th year, Knox-Johnston says he is looking forward another exciting year on the water and says he feels fortunate to still have that youthful drive and not too many aches and pains. In 2014 at the age of 75 he completed the Route du Rhum, which was highly impressive. "Having a positive attitude also helps. If there is a good race on, usually singlehanded, which is what I prefer, I am all for it. If I had a racing boat I would probably have entered the Route du Rhum this year but I don't have one now so instead I shall go to Greenland in August, which is one of my favourite spots, on my Farr 56 and enjoy a jolly good cruise with a crew and some friends, and have fun, which I believe is what sailing should be all about."

Schedule of events

Golden Globe yachts including some of those that took part in the original race such as Suhaili, Joshua, and Gipsy Moth IV, are moored up on the Vendée Globe pontoons in Les Sables d'Olonne.

SATURDAY 30 JUNE

1330 (CEST): Presentation

Sunday 1 July 2018

0945 (CEST): Race yachts

start to leave the harbour

1200 (CEST): Start of the

2018 Golden Globe Race

COURSE

- Down the Atlantic leaving
- An inshore mark off Lanzarote to starboard
- Cape of Good Hope to port
- 44 degrees south latitude to starboard
- Cape Leeuwin to port then to a gate in Storm Bay, Tasmania
- Snares Islands to starboard
- Bounty Islands to starboard
- Waypoint 46 degrees south latitude and 174 degrees west longitude to starboard
- 46 degrees south latitude to starboard until east of 115 degrees west longitude
- 50 degrees south latitude and 90 degrees west longitude to port
- Cape Horn to port
- Sail up the Atlantic from south to north.
- Then to the finish line outside the harbour of Les Sables d'Olonne



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PORTO MONTENEGRO



The winner takes it all?

Everyone remembers Knox-Johnston's heroics but Nigel Tetley and his wife Eve's story deserve to be remembered as **Chris Eakin** explains

It is dismissive and cruel but in the hard reality of this winner-takes-all world, Nigel Tetley was the nearly-man of the Golden Globe.

He came to within a whisker of being the fastest after Sir Robin Knox-Johnston's first. Yet, who outside the world of sailing has heard of him?

He was only a couple of weeks from the finishing line and potentially eclipsing

Knox-Johnston when his trimaran, *Victress*, broke up and sank, leading to a dramatic rescue. It was a heartbreaking end to a measured and intelligent voyage which had got him so far.

It didn't help that he later found he had been pushing his fragile boat for no reason. Like everyone else, he had believed that Donald Crowhurst was still in the race behind him, not

knowing of the hoax which would unfold during the coming weeks.

Post race, his one moment in the limelight was when he was photographed by the Press on the roof of a London hotel standing between Knox-Johnston and Francis Chichester. It was a very deliberate and generous gesture from two full-blown heroes who were

demonstrating their admiration – but it arguably served only to amplify how Tetley was not one of them.

They had finished their voyages. He had not. One of the few newspapers to publish the photo was the *Guardian*: way back on page 13 with the headline 'Sinking Feelings'.

ABOVE
Nigel and Eve Tetley
aboard *Victress*
prior to departure

It is usually reported that Tetley committed suicide but his awful death, in 1972, was more complex than that. He had disappeared from home and involved himself in a lonesome game which went tragically wrong, leaving him hanging from a tree. No one else was involved and the coroner recorded an open verdict, specifically saying the

'Like everyone else, he had believed that Donald Crowhurst was still in the race behind him'

evidence did not point to suicide.

Everything about Nigel's death was a dreadful shock to his young wife Eve.

Whirlwind romance

They had been introduced by friends in a Plymouth pub only a year before



the Golden Globe. He was every inch the Royal Naval commander, in his mid 40s, she the tall and glamorous 27-year-old geography teacher from Durham. They were married within a month and soon living on Nigel's 40 foot trimaran – the same one he was to race round the globe.

In the build up to the race, Eve took charge of planning provisions, researching any nutrition book she could find. Knox-Johnston sailed with 216 tins of corned beef and 144 of stewing steak. Much to the media's amusement, Eve saw to it that her husband left with roast duck, octopus, oyster, venison in wine, jugged hare, smoked turkey, smoked eel, Chinese chicken and beef, mussels, prawns, Hungarian paprika-stuffed pork, lobster, roast goose, Polish sausage, stuffed carp and a pheasant for Christmas.

One of the famous stories to emerge from the Golden Globe race is that Knox-Johnston donated his prize money to the Crowhurst family. But quietly and completely unknown to the public he also helped Eve after Nigel's death. She was living on the boat Nigel had started building to replace Victress. Knox-Johnston gave her a berth in the marina he was developing – Mercury on the Hamble.

She fell for a Vulcan bomber test pilot and had a baby boy, John, but the relationship broke down and Eve decided to escape to a quiet life in Alderney.

It was Knox-Johnston who sailed

ABOVE
(clockwise from top left): Eve aboard Victress in Plymouth as preparations progress; Nigel enjoys a solitary Christmas dinner of pheasant mid way through his voyage; Eve creates a stir as she spots Nigel on his rescue ship docking in Trinidad; Eve in front of their new boat shortly before Nigel's death

her across the Channel complete with a boat load of furniture. When I spoke to Eve for my book 'A Race Too Far' she described how they arrived at Braye and she looked up the harbour wall ladder with a sense of utter fear. She said Robin grabbed her baby's carry cot, put the handles in his teeth and scampered up to the quayside.

Bottled up emotions

Eve bottled up the story of Nigel's death for 40 years. She said little even to her son, John. So, our conversation, in her rented terraced cottage in St Anne, was tense and highly emotional as she unburdened herself fully,

and publicly, for the first time.

So raw were her feelings despite the passage of time, that she was the first person I showed the finished manuscript to. She asked for not one word to change. It was clear to me that Eve was relieved to have at last told her story.

She confessed in that interview that she felt tremendous anger towards Donald Crowhurst and laughed as she revealed that Nigel used to avoid the subject because he didn't like her hatred. But she also playfully scolded herself for speaking out of turn.

Eve died on February 22 in hospital in Guernsey from a heart attack. In keeping with the low profile she kept, her death has gone largely unnoticed by the media, aside from a Guernsey Press report. They ran a tribute from the headmaster of the school where Eve had resumed her teaching career. He spoke of how her extrovert, free spirit had brought out children's talents.

I had emailed Eve just a couple of weeks before her death to warn her of the coming release of the Crowhurst film 'The Mercy'. I knew she would hate everything about it!

I have had ten years of feedback about my book on the Golden Globe and time and time again it is Eve's story which I am told is the most compelling and powerful. When you think of all the drama around that race, that is remarkable.

There is one other important point Eve made about the race and its fallout. These are her words, and they were delivered with tremendous gusto: "I have enjoyed my life and got on with it. It has not defined my life." ✦

Greece peace

Keen racing sailor **Jodie Green** heads to the northern Ionian to see if she is suited to sailing at a more leisurely pace





We have always wondered what it would be like to go on a yacht charter holiday, having raced competitively for numerous years in various dinghy and yacht classes. Previously, we had never found the time to do so due to busy racing schedules, until this year when we decided to bite the bullet and book a week with Dream Yacht Charter.

The first step to booking a yacht charter holiday is choosing when and where you are going to charter from. Probably the most important things to consider when making this decision are the prevailing conditions you will face and any

particular sights you would like to see on land. Not everyone wants 20kts each day and a constantly heeling and bouncing yacht is not conducive to tanning, younger kids or people who get seasick. For us the decision was easy in selecting Corfu, as we were heading to Greece for a wedding and we had heard many great stories from friends having sailed in the Ionian.

Once you've settled on a charter base the real planning can start. This is where you'll work out a rough plan for the week. Many charter companies and online blogs will give you a few suggested itineraries. For the lazier among us there's no need to go much further than these itineraries, a quick Google of the locations,

and a couple of emails to friends who've visited before. All you really need is a list of a few "must sees".

Avoiding the crowds

However, if you're travelling in peak season, want to avoid crowds, or, like us, have people in the group who like to pre-plan in meticulous detail, then getting hold of the local pilot book is a great place to get further information. For the Mediterranean, Ionian Islands included, Rod Heikell's guides are the perfect place to start (so good, that there are usually copies on the charter boats themselves). These guides are great for those useful details. Think depths, shelter in prevailing conditions, shore-side facilities, and general →

FACT FILE



PASSAGE PLANNING

We chartered from Gouvia, Corfu, and in fairness we could have easily spent the week simply exploring the island and nipping down to Paxos and Antipaxos. There were, however, a few people in our party who were keen to explore further afield and Lefkas was well within reach from Paxos. There was a choice of sailing around the western side of Lefkas or heading through the Lefkas Canal. We decided it was probably going to be quicker and more relaxing to go via the canal and were rewarded with an enjoyable sail south. In fairness, if it had been a case of motoring all day then it would have felt like a bit of a slog but we were very



fortunate and were rewarded with the chance to explore Meganisi and Lefkas itself. To be honest, if you had two weeks or ten days then I would definitely recommend this. It would also have been nice to head NE from Corfu and explore the Albanian coastline, which lies tantalisingly close and looks very beautiful with huge mountains plunging down to the coast. Unfortunately, the requirement for a visa etc means this is off limits for charter yachts by and large.



ABOVE
Village scene on the island of Paxos

travel tips. It's particularly useful to know where tavernas (restaurants) or shops are so that you can plan your all-important meals and refreshments.

On arrival at the Dream Yacht Charter base in Gouvia Marina after a smooth and stress-free booking process, the team was very welcoming and spoke numerous languages. You run through all the usual paperwork as you'd expect and receive a thorough introduction to your boat, on deck and down below. Our home for the week was Capri a virtually new Sun Odyssey 449 – she was well thought out and equipped with everything you need. We had a sailor in our group that has his ICC qualification, which is the minimum qualification required for insurance purposes. Without this, you will require a skipper for your charter. Depending on your experience, and certainly if it's your first charter, being briefed on everything from electrics, to the rigging and plumbing certainly puts your mind at ease (top-tip – get at least two people to listen. It can be quite a lot to remember but is also all repeated in the boat's documents).

Being the competitive and slightly over-excitable sailors we are, we rushed through a supermarket to stock-up (Gouvia Marina has a small supermarket onsite that has everything you need and offers free delivery to your boat) and set off from the dock keen to see what Capri was capable of under sail. We had originally planned to stay in the marina overnight, but with the bonus of our boat being available earlier than the standard collection time of 5pm and facing

sunshine, 15kts of wind and 25 degrees, we decided to push on for the afternoon and into the sunset to get a head start.

A new routine

We headed 12NM south, down the beautiful east coast of Corfu island and past the old town and fort to a small fishing village called Petriti. You'll probably have worked out during your planning that mooring in the Mediterranean is often quite different to the UK. Abundant marinas and mooring buoys are replaced by anchoring and "med mooring".

For the first night we elected for the easier option, dropping an anchor on the electric windlass and setting the anchor alarm. All that was left was to settle into what would become a familiar, but no less enjoyable routine. Dinner, drinks, conversation and games into the small hours of the morning around the cockpit table. It hadn't taken us long to find the appeal of warm weather cruising, certainly something we could all make a habit of!

That being said, as soon as we lifted anchor in the morning our racing instincts (at least for the boys) kicked in. Halyard tensions, jib cars, and sheets were all played with. We soon worked out that cruising yachts don't point very close to the wind and about 6kts of wind is needed to make reasonable headway without the engine.

Our next stop was Paxos. This island and it's diminutive neighbour Antipaxos, are absolute must-sees. We stopped for lunch in Lakka (13NM from Petriti), unassuming as you enter, it opens into a stunningly beautiful sheltered harbour



Jeanneau Sun Odyssey 449 Capri

| | |
|-----------|------------------|
| Built in: | 2013 |
| Designer: | Berret/Racoupeau |
| Length: | 13.7m |
| Draught: | 4.24m |

JODIE GREEN/ALAMY



A shady hideaway in Lakka, Paxos



Loggos on the island of Paxos is an idyllic place to stop for lunch

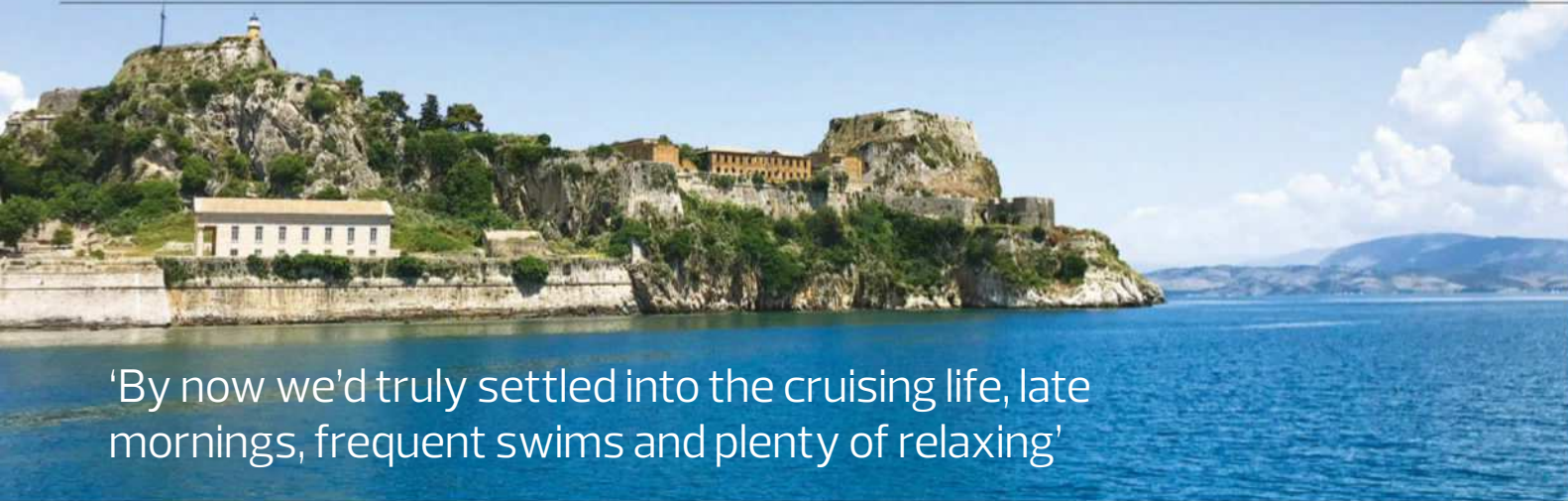
A quiet anchorage on the east coast of Antipaxos

'As soon as we lifted anchor in the morning our racing instincts (at least for the boys) kicked in'



Med-moored outside a taverna in Gaios Port, Paxos





'By now we'd truly settled into the cruising life, late mornings, frequent swims and plenty of relaxing'

TOP TIPS



USEFUL THINGS TO PACK

12V charger – you don't get power from the two pin sockets unless plugged into power onshore

Clothes pegs for drying clothes and towels on guard rails

Pilot book – we used 'Ionian' by Rod & Lucinda Heikell (9th edition)

Goggles and snorkel – we were fortunate enough to have been provided these by DYC, however, the Ionian is so beautifully clear that snorkeling is highly recommended

Games – a fun way to end an evening of good food and wine on board

Mosquito spray

Sea sickness pills – may come in handy for the longer and rockier passages.

with clear blue waters, great for swimming and snorkeling. The depth is shallow throughout, so yachts can anchor with ease, making this a very popular spot. Ashore, there are a couple of electric plug-ins on the front, and the picturesque town has plentiful tavernas and food and gift shops. Lakka has a real 'wow' factor and we recommend adding this to your itinerary when chartering in the Ionian. After a few pleasant hours in Lakka, we made the 5NM short hop down the coast to Mongonissi, another lovely, sheltered anchorage with a small and popular taverna ashore. It is worth getting there at a reasonable time to get a good anchorage spot, especially in peak season!

Lefkas bound

Day three and we'd made the decision to make the longer passage towards Lefkas. There's easily enough to occupy yourself for a week in the Northern Ionian, and if conditions don't look suitable, you are less experienced, or you want to spend more time ashore then this is what we'd recommend.

Nonetheless we'd heard enough about Lefkas and the "inland sea" to push the 32NM south to the Lefkas canal (situated on the north coast of Lefkas). Flat calm turned into a gorgeous E-SE 15kts with Capri pushing a consistent 6-7 knots at 60° AWA. We could see mainland Greece in the

ABOVE
The rugged fortifications of Corfu old town

BELOW
The quayside at Lakka

distance on our left, but soon lost sight of Paxos over the horizon. It's at times like this that you really appreciate the joy of cruising in such a wonderful area. After a few hours, each taking a turn on the helm, we pass over to the autohelm. Modern autopilots are great for navigation, simple to use and relaxing for longer passages. However, for the speed obsessed, nothing quite kept up with human steering when trying to go close to the wind, so the boys took back the helm. That extra 0.5kt of speed made all the



difference and the VMG to waypoint data on the Raymarine Axiom chart plotter can provide endless hours of competitive fun.

Through the floating bridge that opens once an hour, the view from the Lefkas canal opens into the stunningly beautiful →

Three of the best: top tips to help you enjoy the islands



DON'T DRINK RETSINA
Retsina is a Greek speciality; a white wine flavoured with pine resin. Take a sip and see if you like it. Don't drink a whole bottle to make sure as it gives you a killer hangover.



DINE AT THE TAVERNA YOU MOORED NEXT TO
The Greek islands operate on a policy of Baksheesh when it comes to mooring. It's generally free but you are expected to dine at the taverna in exchange.



SAIL IN THE AFTERNOONS
Summer mornings in the Ionian are calm with a sea breeze building over the day and generally peaking around 4pm. It's often still blowing at 6pm when you are trying to moor but by 7pm things are calm again.

JODE GREEN/ALAMY

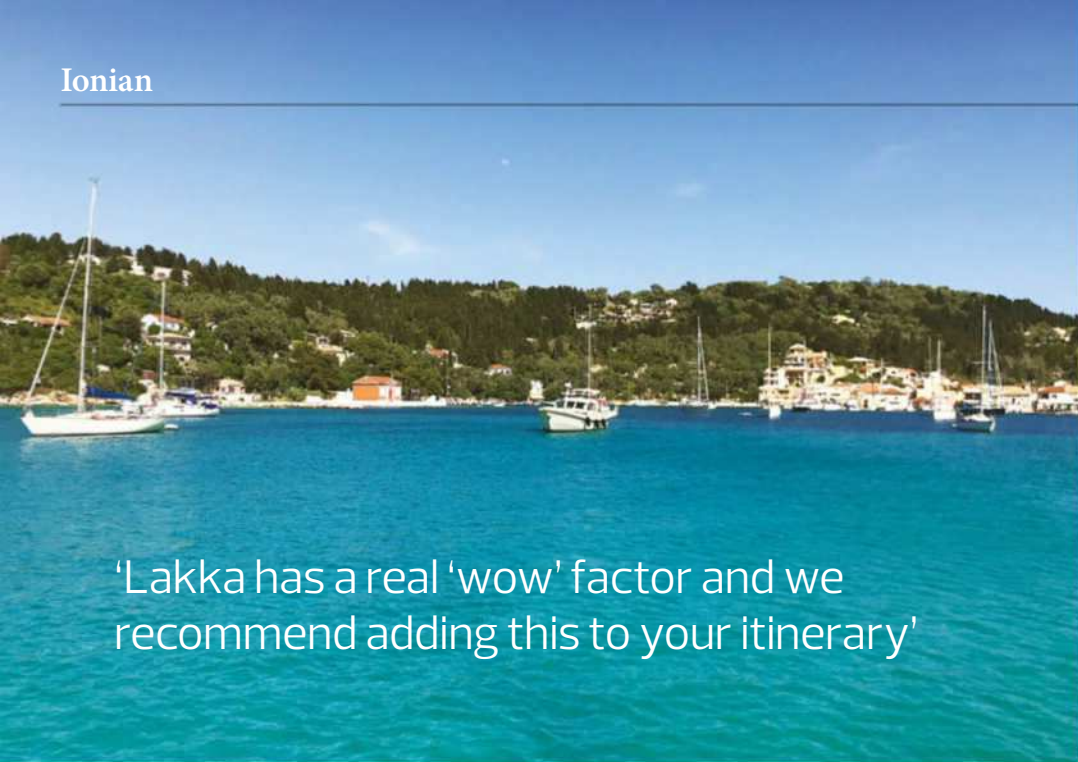


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'Lakka has a real 'wow' factor and we recommend adding this to your itinerary'

FACT FILE



MED MOORING

although experienced UK sailors, this was something new to us but we rapidly developed a method that may help others.

Prepare the fenders on both sides and a larger fender to the stern

Reverse and make sure you have steerage while moving astern slowly towards your spot

When roughly five lengths from the shore (more if particularly deep water) start to drop your anchor

If there's a cross wind, reverse towards it, before turning sharply towards the shore at the point where you drop your anchor

When just over a length from the shore, stop dropping the anchor so that it begins to take up tension.

Take the two stern lines from both quarters ashore.

Take up the tension on your anchor.

Don't rush, that's where the accidents happen, and don't worry if you don't get it first time, many don't!

and breathtaking inland sea. We were full of anticipation of what the inland sea would bring, and we were not disappointed. Favouring the quiet overnight stops we headed for Abelike Bay on the northern shores of Meganisi – another quiet, pretty and sheltered spot. This was also our first experience of med mooring, whereby you anchor with lines from the stern to the shore, stopping you from swinging. We enjoyed a long evening swim in the crystal-clear water admiring the fish followed by first experience of local Greek taverna ashore. Many small bays and harbours in the area have a taverna or two lining the shore. Not haute cuisine, but gorgeous local food and exactly what we were after. The Greek people are extremely friendly and could not do enough to ensure we had a lovely evening.

The next two days were spent exploring the wonderful inland sea, principally the islands of Lefkas and Meganisi. We sailed round the east coast of Meganisi down to the southernmost point and up the west coast to explore the stunning Papa Nicolis' Cave on the way round. Our overnight stay this time was in Sivota, situated on the south coast of Lefkas. Sivota, slightly larger than our previous overnight stops, but no less beautiful, and was a perfect place to re-stock the galley for the second half of the week.

Homeward bound

By now we'd truly settled into the cruising life, late mornings, frequent swims and plenty of relaxing. The next morning

ABOVE
Plenty of room to anchor in the bay outside Lakka on the island of Paxos

BELOW
Papa Noicolls Cave near Sivota



ABOUT THE AUTHOR
Jodie Green lives and works in London and is a keen racing sailor. She campaigns a Merlin Rocket dinghy over the season.

involved a quick trip west to see what the dinghy holiday mecca of Vassiliki was like, before a trip back east and up the Meganisi passage, linking the zephyrs along the way to avoid using the engine.

We popped into Nidri, which was very sheltered and perfect for bad weather, but a little busier than we tend to like. So then decided to head back east a couple of miles to the more isolated bay of Kapali on Meganisi. The sail across saw our top speed under sail at 8kts on a beam reach. By our estimations, not a bad effort for a white sail cruiser in no more than 15kts of wind!

Another relaxed evening was followed by a distinctly less leisurely morning. The side effect of our decision to push south to Lefkas during the trip was a need to push back north to return to our charter base. This involved a 6am start heading northbound through the Lefkas canal and back towards Paxos, stopping at the tranquil Antipaxos on the way for a spot of lunch. Unfortunately, we were on a tight schedule, so could not explore the area more. With more time, we certainly would have. We'd adjusted our original plan and aimed for Lakka (48NM motor/sail from Kapali),

as it was too gorgeous not to spend our final evening out of a marina there. A happy consequence of the early start was the chance for an afternoon swimming in the crystal waters. The final day had arrived all too soon, and we were still 27NM away from our base – not too bad when you consider that as four and a half hours sailing at 6kts. Mildly more annoying when it turns into motoring due to lack of wind, although the sunshine, heat and beautiful scenery do somewhat make up for that.

A short queue at the fuel pontoon, followed by a quick check over the boat and final meal at a marina side restaurant brought our holiday to an end.

Useful contacts

CHARTER

We chartered with Dream Yacht Charter who have a base in Gouvia, Corfu: dreamyachtcharter.co.uk

NAVIGATION

Navigation by day is relatively simple but we found Rod Heikell's book – Ionian – invaluable: imray.com.

LiP
SUNGLASSES



LiP
Watershades

Pictured: Typhoon CLX Matt Black / Grey Rubber with smoke lenses

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- TR90 Flexible Lightweight Frame
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Swinging back into action

The disappearance of Southerly Yachts' swing keel range of boats was keenly felt. Now the marque is back with the new 480. **Sam Jefferson** takes her for a spin



One of the dominant features of the UK coastline is the simply phenomenal tidal range. If there is one thing I have learnt from a lifetime of misadventures exploring its shallower corners is that it really pays to have a shallow draft and be able to dry out. It was for this reason that, when Southerly Yachts was wound up for the second time in 2014, its loss was felt very keenly among a certain section of sailors. There are other options out there when it comes to swinging and lifting keels but they are surprisingly limited. To my knowledge, only French manufacturer Feeling offers a GRP swing keel cruising yacht of any size and, to be honest, I don't know what Feeling are up to these days. After that you're into the distinctive and highly Gallic Alubat 'expedition' style boats, which are great but not to everyone's taste. So Southerly had essentially cornered a market and then somehow managed to self destruct. Impressive. It was therefore a great relief to many of us when Discovery Yachts – now operating under the name of The Discovery

Group – salvaged the brand.

Discovery has made a name for itself in creating high quality blue water yachts but was at a crossroads in 2016. With a new CEO at the helm the decision was taken to expand aggressively and the result has been a range that has ballooned beyond recognition. Anyway, the Southerly 480 is one of the first results of all this feverish activity and I was fortunate to be one of the first to test the new boat.

I had been impressed by the sensible business values that seemed to have underpinned Southerly's resurrection but stepping aboard was the moment where you finally thought 'well, are these guys for real?' The fear was that what I was going to see was a rather dated rehash of the old Southerly 47 – first launched in 2012. The hull is essentially exactly the same, after all. Well, I'm always happy to be the bearer of good news; this feels like the real deal. I wasn't worried about the hull as I knew that looked good. She was designed by Stephen Jones – perhaps best known for his work with Rustler Yachts – and a man renowned for penning a sweet line. No – I was →



● LINES
Stephen Jones penned lines for the 480 that remain contemporary

more worried about the general feel in the cockpit and the interior. I need not have worried. Discovery Yachts always had a fine name for quality workmanship and it was immediately evident here. I would say there has been a bit of a step up in terms of quality. Meanwhile, the deck mould is all new; slightly higher than it was on the original 47 and with a big wraparound windscreen she looked strikingly modern; more aggressive than the original version and – whisper it – a little bit flashy. Anyway, it worked, and visually she was impressive. There is an option for an arch over the cockpit for the mainsheet but the test boat did not have this.

At this point it's probably worth discussing the keel as that is one of the key selling points of the Southerly. The beauty of resurrecting

ABOVE
Lines are led in channels beneath the coamings and emerge by the primary winches

the brand is that their swing keel system is thoroughly tried and tested. Southerlys have crossed many oceans and completed innumerable circumnavigations. The principle is not like a lift keel which retracts vertically into the hull. Instead, the swing keel operates like a giant centreboard in a dinghy. It's raised and lowered by combining a hydraulic ram, high tensile rope and pulley blocks. The benefit of this system is that if you touch the bottom, the cast iron keel is simply nudged up a tad. No damage done. The entire mechanism is easily inspected by lifting up a couple of floorboards in the cockpit. The yacht also features a ballast plate weighing in at four tons, which keeps her upright with the keel up. This plate also provides reinforcement when the yacht is on the bottom

when drying out. Twin rudders angled and built into the rocker of the hull aft provide yet more stability when taking the ground.

On deck

I was on board with Oliver Love who worked developing Southerly back in the day and was therefore in an ideal position to compare and contrast. He concurred that it had been quite





● **RIG**
The test yacht had in mast furling and a twin headsail 'slutter' rig. Very versatile

● **COCKPIT**
The cockpit layout has been tweaked in the new model

● **COACHROOF**
The new coachroof is a couple of inches higher than before with bigger windows

● **RUDDERS**
Southerly was one of the pioneers of twin rudders. They help when drying out

tricky re-doing the work he had already done when developing the model the first time around. Yet the result was essentially refining an already good product. The cockpit feels familiar to be honest and is reassuringly enclosed while also being pleasantly sociable. I dislike the use of the word 'ergonomic' but it does apply in this case as the cockpit seats were all very thoughtfully angled in a manner that made them supremely comfortable for lounging on. Most of the running rigging is led under the deck to a pair of electric winches on the coachroof. The sail controls are led aft to a pair of primaries within reach of the helmsman and there are a secondary pair of winches just forward of these. The rig features a powerful mainsail and self tacking jib with a second larger headsail set outboard of the self tacker on a sprit. This is a good versatile set up for blue water

1 A recessed bathing platform with steps built in

2 The coachroof is kept clear and tidy with ropes led aft to the twin helms instead

3 The stainless steel bow roller is substantial

sailing – and coastal sailing for that matter – certainly for boat testing it means you can throw the yacht through tacks without really thinking about it. Heading forward there are plenty of good handholds plus a substantial double anchor roller.

Down below

Discovery has been refining the concept of deck saloons for some time now. Many manufacturers have to be fair. I do recall that a lot of the early DS yachts actually rather screwed it up by having the windows slightly too high. So there was a lot of light but you were constantly craning your neck to confirm that the view was really there. This was partially the case on the old 47 and the new design has rectified the issue by raising the coachroof just a tad and dropping the windows down a touch. This means that when you step into the saloon you are greeted

with excellent panoramic views. The main seating area is to port and the folding table is a real work of beauty featuring beautiful inlaid walnut. To starboard is the nav station also with excellent sea views and also a decently proportioned chart table. Forward of this you drop down a level and there is a small settee that can be used as a sea berth on passage. Slightly further forward and to port is a bunk room, with a double berth in the bow with the heads and shower compartment just aft of this on the starboard side. Heading back aft, the galley is a thing of real beauty for anyone who has completed a long passage. It is set down at a lower level to the main saloon seating area and feels wonderfully self contained. It's almost box shaped and it gives you a great feeling of security without being either cramped or claustrophobic.

Aft of the nav station on the



starboard side is the entrance to the owners suite and this proves to be a cavernous space with an impressive amount of headroom. It could be a tad claustrophobic but masses of light is let in through both a hatch into the cockpit and some rather stylish thin vertical portlights on both sides that let in plentiful amounts of light. The master heads feature a good amount of space and a vented and heated hanging locker. Overall, the feel down here was very good and the quality of the finish is undeniable.

One thing that should be mentioned is that The Discovery Group is very much in the semi custom end of the market here, so there is plentiful scope for a bit of tinkering with the interior layout to adjust it to your own personal requirements.

Under sail

Regrettably the day we were out testing proved to be something of a fickle one when it came to breeze and I think the wind peaked at about 15kn but was generally hovering around the 5-10kn range with moments of awful glassiness. The Southerly weighs in at 17,000kg so she's no lightweight flier. Nevertheless, she proved remarkably game in modest conditions. Flat water, lovely sails from Elvstrøm and a clean underside no doubt all helped but, even so, she went very well, hitting the high sixes whenever the breeze gave her a chance. She also pointed well. She draws over 3m with the plate down so this is no great surprise, but I was impressed. If you've got a lifting keel, you might as well use it and we took the

ABOVE LEFT
A very comfortable saloon with excellent visibility

ABOVE RIGHT
The ensuite heads compartment incorporates a hanging locker for your oilies

BELOW
The master cabin is aft and is a huge space

opportunity to do a touch of creek crawling by sneaking out through the small boat channel while heading out from Cowes toward Osborne House. The Southerly draws a miserly 1m with the plate up, yet she still sailed gamely enough although, obviously, there was a good deal more leeway. It's in conditions like this where the swing keel really comes into its own. In fact, you can utilise it as a secondary depth sounder as, should you touch, you simply raise it up a couple more inches and progress along your way. As someone who sailed for many years in a yacht with both a swing keel and a depth sounder that did not function I can attest that this is a highly effective method. Ultimately it was frustrating not to have more breeze, as when things did pick up the 480 hinted that she would be a powerful performer. That said, the hull has been tried and tested in a range of conditions and the big genoa and powerful main did very well and underlined the versatility of this rig set up.

The big issue with Southerlys has always been close quarters manoeuvring with the plate up. Any breeze and they inevitably go sideways. Combined with the twin rudders, it takes a bit of getting used to, but the addition of a stern thruster to augment the bow certainly removes any hint of stress from handling under power. →



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SAM'S VERDICT

The return of the Southerly is a welcome one. If you are cruising highly tidal areas you are missing out on about 50% of the action without a shallow draft and this yacht opens up whole vistas of creeks and estuaries out of reach to fixed keel yachts.

Yet the 480 is also a proven blue water performer with a pedigree for crossing oceans so in many ways you are getting the best of all worlds. The danger was that by revisiting an old design, the 480 might just end up feeling a touch dated. This certainly is not the case. The sea kindly lines of the hull are pretty timeless while careful rethinking of the deck mould has freshened up the whole feel of the boat. She has

certainly been carefully thought out.

She also looks good and sails well. The big game changer is the quality of the finish. Discovery Yachts has garnered a sterling reputation for quality carpentry that shines through in the fit out and finish.

The general feel is that the old 47 has been improved and refined. Of course, lift keels are not for everyone but they have a lot to commend them and the return of this old favourite should help to win over a few more converts.

LOOKS: ★★★★★

COMFORT: ★★★★★

BLUEWATER: ★★★★★

THE SPEC

Overall Length: 15m (49'0")

Length Waterline: 13m (42'8")

Beam: 4.46m (14'6")

Draft Keel Up: 1m (3'3")

Draft Keel Down: 3.1m (10'2")

Displacement: 17,256kg (38,043lbs)

Sail Areas

Main: 58m² (625ft²)

Self-tacking jib: 45.6m² (490ft²)

Furling Genoa: 72.5m² (780ft²)

Engine: Yanmar 80hp

Price: (sailaway) £635,000

(as tested) £750,000

Contact: southerlyyachts.com



CALISTA PAXTON



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

ALTERNATIVE YACHTS



ALLURES 52

The Allures fits very firmly into that rugged aluminium 'go anywhere' niche that a number of French manufacturers have carved for themselves. She's a bit bigger than the 480 and lacks a bit of the classiness of her GRP rival inside but this is a tough yacht that has been tested to the extreme.

allures.fr



OVNI 495

Another rugged aluminium yacht that really competes with the Southerly on size and the versatility of having a swing keel. Ovnis have a similarly strong cult following to Southerlys. They are, however, fitted out in a wildly different style with the stress here on something more stripped out altogether.

Alubat.com



WAUQUIEZ PILOT SALOON 48

A yacht that lacks the lifting keel but perhaps is more closely aligned to the Southerly in terms of high quality fit out and general feel and style. French manufacturer Wauquiez has shifted toward an emphasis on pilot saloons and the result has been a selection of stylish, high quality cruisers.

Wauquiez.com

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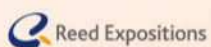


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Why get qualified?

Clive Loughlin looks at why RYA qualifications are worth more than the paper they are printed on

Five days spent on an RYA Competent Crew course, followed by at least 40 hours of sustained effort on shorebased theory, and then another five days on a Day Skipper practical, should see most people walking away with an RYA Day Skipper certificate.

It is then largely a formality to obtain an ICC (International Certificate of Competence), and these two combined or individually are usually sufficient to allow chartering a yacht

in the Med and many other international destinations.

For many this is as far as they want to go, and having acquired the means to this end, why should anyone bother paying good money and using up valuable holiday time to attain higher qualifications?

Why bother with the RYA?

The RYA was founded in 1953 in response to the highly variable training that was on offer from private individuals. By providing a structure for training in a variety

ABOVE
A typical class on a school boat takes in a diverse range of ages, backgrounds and aspirations

of water-based activities, combined with some excellent publications, the RYA makes it relatively easy to obtain first-class instruction and experience, and its qualifications are recognized throughout the world.

Of course it is quite possible to become a very good sailor and to skipper a yacht successfully without any qualifications at all – plenty of notable sailors have proved that point.

Similarly, rocks, shallows and pontoons care not a jot how many certificates you can wave at them.



Living the dream

Chartering a yacht can make a truly wonderful holiday for friends and family alike. In the glossy charter magazines the sun always shines, the waters are crystal clear, and relaxing lazy afternoons are spent sailing in a gentle warm breeze, or swimming off the boat in a secluded anchorage.

Life can be like this but its rich tapestry also includes scary blasts of katabatic wind that push the boat over to jaunty angles, fouling someone else's anchor, and arriving in harbour to find the only space available requires shoe-horning your way in between earlier arrivals.

All this happens while previously deserted cockpits become crowded with spectators offering conflicting 'helpful' suggestions and scorn and derision in equal measure.

Accepting the challenge

Not all will agree with me, but I think that one of the great appeals

ABOVE
Preparing to go sailing for the day. RYA courses establish a strong routine, making it easy to learn

of sailing is that it continually presents new challenges. Learning how to handle these is how we build up experience, and as we gain more competence so our enjoyment is further reinforced.

Things can and do go wrong when you are sailing, and even a qualified instructor will mess things up occasionally. What really

be their first time on a yacht. It is therefore most important that the skipper is able to explain what is going on and what will happen in advance – 'when we change direction the boat will tip over'.

It can be quite frightening for novice crew when things go wrong, and if they can sense that the skipper is not in control then it can

'I think that one of the great appeals of sailing is that it continually presents new challenges'

matters is how you approach the problem and this only comes with experience and training.

Skippering

A very important part of learning to be a skipper is learning how to handle the crew, and this is very much part of the Day Skipper and higher qualifications.

The crew may well be very inexperienced and it may even

be really scary and this is when accidents are most likely to happen.

Scared crew don't go sailing again, but happy crew will always come back for more. There is no sadder a spectacle than a would-be skipper who's crew have mutinied and no longer wish to go sailing with them.

Good skippers make full use of their crew and make sure they know what to do. Bad skippers try to do everything →



Cheap holiday

One of the really great things about doing a sailing course is that not only do you get five days sailing for less than the cost of a weekend's charter, but you also get the benefit of personalised tuition and loads of hands-on experience.

You also get the chance to practice a lot of the manoeuvres that you hope you will never need, such as MOB recovery; as well as the more challenging activities like entering an unlit anchorage, or navigating a river at night.

Many of these are activities that you simply would not have the time or inclination to do if on holiday with family or friends.

These are all great fun but probably best done, at least the first few times, with an instructor on board who has done them many times before. And you never know when you may need these skills for real and be very glad of them. The ability to sail onto a mooring buoy will be worth its weight in gold doubloons if ever your engine dies.

Coastal Skipper

The Day Skipper course covers a very wide variety of seamanship training so that the candidates achieve a good basic standard of boat handling expertise under sail and power, as well as a pretty good working knowledge of navigation.

The emphasis for Day Skipper is on making short passages in familiar waters by day.

The Coastal Skipper course places emphasis on longer

themselves and shout a lot.

So – to return to this article's theme of 'Why get qualified?', my answer is that it helps make sailing less scary and, in so doing, makes it more fun for everyone on board.

Through the ranks

My sailing used to be limited to a week's or fortnight's charter every year, and I found that I had forgotten just about everything I had ever previously learned by the start of the next charter, and then was just about getting the hang of things again when it was time to fly home.

'You never know when you may need these skills for real and be very glad of them'

My solution was to book a five-day course with a sailing school a month or so before I was due to go on a charter holiday. This not only gave me an extra holiday but also meant that I was far more confident to skipper the charter yacht.

I actually did my Yachtmaster Prep course five times. Not, I hasten to add, because I kept failing, as I was fortunate enough to pass first time, but because it was such super fun.

ABOVE
Although RYA courses are about learning - often in tight corners - yet there is plenty of time to enjoy yourself too!

passages, and includes quite a bit of night sailing. This requires a different mind-set to the short hops of a Day Skipper course.

Coastal passages

I am currently planning a five-day Coastal Skipper course with four crew doing Coastal Skipper and one Competent Crew. I am hoping we can go from Southampton to Dartmouth and back (about →

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Photo: Mia Grey

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240nm) taking in a variety of Lyme Bay, Jurassic Coast and Solent attractions in the form of rivers, harbours, marinas and anchorages. This will cover more miles than a typical course, but with four Coastals I want to be sure to give each a good chance to be skipper for an extended passage. The Competent Crew will also get a great variety of experience.

Yachtmaster

The RYA Yachtmaster Coastal and Yachtmaster Offshore exams are like the Day Skipper on steroids. Whereas the Coastal Skipper requires much the same level of skills as Day Skipper, but with more endurance, the Yachtmaster exams represent a significant step up in terms of knowledge and boat handling skills.

The exam

The Yachtmaster Offshore qualification is often regarded as the gold-standard for seamanship, and you will need to demonstrate that you have logged over 50 days and 2,500 miles, including at least five passages over 60 miles, with two being overnight and two while acting as skipper. Cruises on passenger liners do not count!

Although you do not need to have passed any previous RYA courses you can expect to be examined on any part of the RYA syllabus except RYA Yachtmaster Ocean, and you will need to have obtained certificates for First Aid and VHF radio.

Yachtmaster Coastal candidates have lesser requirements for logged passages and are only

ABOVE
Chartplotter work has become part of the RYA syllabus

examined on the syllabus up to Coastal Skipper standard.

The exam takes place on board and lasts either 6-10 hours per candidate for Yachtmaster Coastal or 8-12 hours for Yachtmaster Offshore. The exam comprises a combination of practical exercises and also tests your theoretical and navigational knowledge and expertise.

Yachtmaster Prep

For many, taking their Yachtmaster Coastal or Offshore exam is a rather daunting prospect and most will choose to go on a Yachtmaster Prep course immediately before the exam itself.

The idea of the Yachtmaster Prep course is not for you to learn something new, but to practice what you already know.

You will be quizzed on theory and collision regulations and given the chance to practice the trickier manoeuvres, such as picking up a mooring under sail, and MOB recovery.

The Yachtmaster is primarily a sailing exam and so you will be expected to demonstrate high levels of boat handling under all points of sail.

Be sure to use your crew and delegate tasks clearly. This is what being a good skipper is all about and is a very important part of the exam.

Clive Loughlin is an RYA Yachtmaster Instructor and regular Sailing Today contributor. Clive teaches for First Class Sailing in the Solent area.



Insurance

One other major consideration is insurance. Depending on which company you insure your vessel with, you are eligible for a discount if you have the relevant qualifications. Jeremy Entwistle from marine insurance specialists GJW Direct explains: "As leisure boat insurers, we positively encourage boat owners to take advantage of the many RYA courses available. To this effect we do offer insurance discounts on our annual premiums for those who are RYA qualified."

Marine insurers CraftInsure also follow this policy as Rod Daniel, a partner in the company explains: "We offer a five per cent discount to sailors with a full Yachtmaster. It can be a tricky one because you can have a hugely experienced sailor who has not got their YM and that feels unfair but it works well as a rule of thumb. In some circumstances, if a yacht is particularly expensive, for example or the voyage being undertaken is particularly hard, we may decline insurance in extreme cases."

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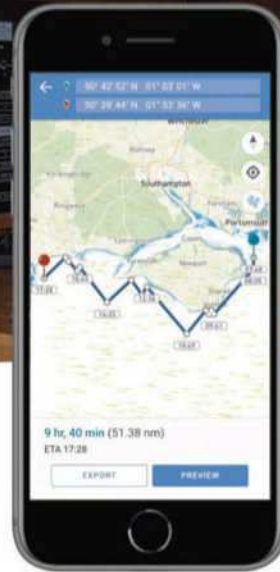
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EnHANSEd vision

Hanse's 388 features a fairly remarkable 19 portlights and hatches. **Sam Jefferson** sheds some light on the results

rarely feel sorry for the Judel/Vrolijk design house. Largely because their designers are essentially living the dream in that they are earning a decent crust from doing something as diverting as yacht design. Nevertheless, even living the dream has its moments and I would imagine one such was when Hanse approached them to upgrade their existing 385 and turn it into the spangly new 388. The 385 was a mightily effective performer and you can imagine the design team at Judel/Vrolijk being



rather forlorn when they were told to essentially do the same again... but better. Well, they didn't go back to the drawing board completely as the hull is essentially the same. Instead they went for an intriguing approach, which was to absolutely pepper the hull and deck with hatches and portholes. The effect is startling. Interior wise it provides more light than – hmm well – than you'd reasonably expect on the 38' yacht. From the outside there is a slight hint of Ye Olde school ship of the line to the hull. All in all though, Judel/Vrolijk's designers must be feeling pretty pleased with themselves. It's rare that anyone says: 'I like that yacht's interior, I just wish it was a bit gloomier.'

In fairness, there is more to the 388 compared to the 385 than a few extra portholes so why don't I write something useful and tell you what they are: In the cockpit there has been a bit of a rejig and the old cockpit lockers that double as helmsman's seats have been replaced by flip up seats. This gives a slightly more open feel and greater space although at the expense of storage. The old T-shaped keel has been replaced with an L shaped one and the 388 has also put on a little bit of weight compared to her predecessor. She weighs in a full 1000kg heavier than her predecessor. Other than that, she's a couple of inches wider

and a smidge longer. Meanwhile sail area has decreased slightly. So a bit bigger and a bit heavier – at least in one sense. In another – well, hell, she's a whole lot lighter.

Step aboard and what can you say really. Hell's teeth – the boat is designed by Germans and the cockpit is typically well thought out. There's a decent sized bathing platform, a generously dimensioned cockpit table with nice stainless grab handles

'It's rare that anyone says: 'I like that yacht's interior, I just wish it was a bit gloomier'

and twin helms. The running rigging is led back through channels to a pair of primary winches within reach of the helmsman. The secondary winches are just forward of these too. All Hanses have a self tacking headsail as standard and this set up lends itself to utterly effortless sailing. That said, the small headsail is well complemented by an optional Code 0 off the wind where you are otherwise rather reliant on the mainsail to do the bulk of the work, which can be a bit limiting off the wind in light airs.

The yacht I tested had twin aft cabins and this did somewhat cut cockpit storage down so, if you have a lot of kit, you might want to consider the two cabin version. It is perhaps the more sensible layout on a 38' boat anyway.

Light fantastic

So that's the exterior pretty much done and dusted. On to the interior and the primary observation is that, goodness me, it's jolly light down here. There's nothing wildly revolutionary about the interior; the galley is to starboard aft and is a fairly standard L-shaped affair. As already mentioned, there is the option of two twin cabins aft but that does come at the sacrifice

of quite a bit of potential cockpit storage and you also lose a bit of work surface area in the galley.

There is a single heads/shower compartment to port and a modest chart table just ahead of this, which can drop down to create yet more seating area. The main living area is spacious and comfortable and forward of this is a decent sized double that you would probably treat as the master cabin. Hanse offer a plethora of different veneers and upholstery finishes so, in that respect, you can customise to your heart's content.

That's it really; it's uncomplicated, straightforward and pleasant. Ideal for a family of four I'd say. Did I mention that it's also very light down here? →

ABOVE
Skipping the light fantastic. The 388 is a sprightly performer and a capable coastal cruiser



The unbearable lightness of being

Alright, fine. Yet a yacht's primary purpose is to be sailed. Now, this perhaps isn't a fashionable thing to admit but I have to say that I rate Hanses when it comes to sailing performance. I realise that some of my more racing oriented acquaintances are probably sneering at me now – it's a bit like saying you think S Club 7 had some pretty seminal works but I don't care. They can sail. I mean, I think they do it pretty well. Portlights or no portlights. They point well and are generally rather sprightly. They can be a bit dull off the wind with no Code 0 but that is something that can easily be rectified. We had the 388 out in pretty moderate conditions ranging from about 12-16kn and, predictably, she performed very nicely indeed. The ease of handling is a real plus and the steering is remarkable refined and poised – class leading I'd be tempted to say. And she sailed reasonably quick too and she was stiff and well mannered. All in all there was little to find fault with. When we fired up the engine and put it into forward gear, she again behaved well. She was pretty good in reverse too. There is an option for a bow thruster if you are a bit nervous in tight corners and, to be fair, she does have a reasonable freeboard, which is a consideration in terms of windage but she's pretty well behaved handling wise to be honest. I came off the water having had a relaxing sail with minimal stress. ⚓

SAM'S VERDICT

Hmmm what to say? I like Hanses as they are utterly uncomplicated and sail well. They're also jolly cheap comparatively. If you were looking to get into sailing with your family and wanted a stress free time of it then this yacht will do a job for you. She's a nifty little coastal cruiser and well set up for it. I guess the three cabin version is a tad tight on storage space in the cockpit as a result but that is a trade off choice you have to make. She's not some blue water specialist or a stripped out racing machine but somewhere in between those extremes is actually where most of us do our sailing and she's all set up to slip the lines and go.

PERFORMANCE: ★★★★★
 BLUEWATER: ★★★★★
 LOOKS: ★★★★★

THE SPEC

- Price (base)** £125,000
- Price (as tested)** £177,000
- Engine** 30hp
- LOA** 11.4m (37ft 5in)
- LWL** 10.40m (34ft 1in)
- Beam** 3.90m (12ft 12in)
- Draught** 2.06m (6ft 9in)
- Sail area:** 72m² (775sq ft)
- Displacement** 8,270kg (18,232 lb)
- UK Agent:** Inspiration Marine Group
- Tel** 02380 457008
- Website:** inspirationmarine.co.uk
- Designer** Judel/Vrolijk

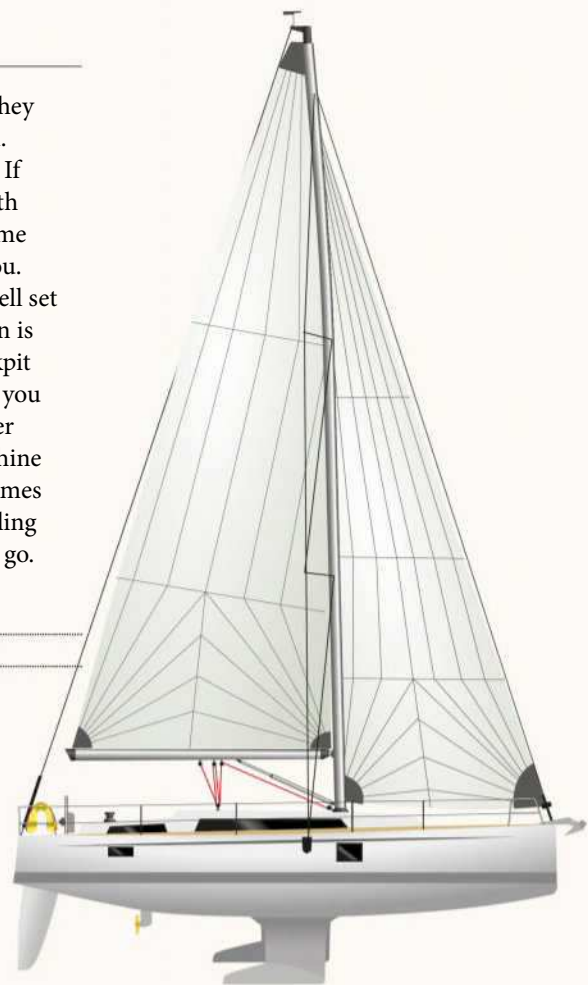
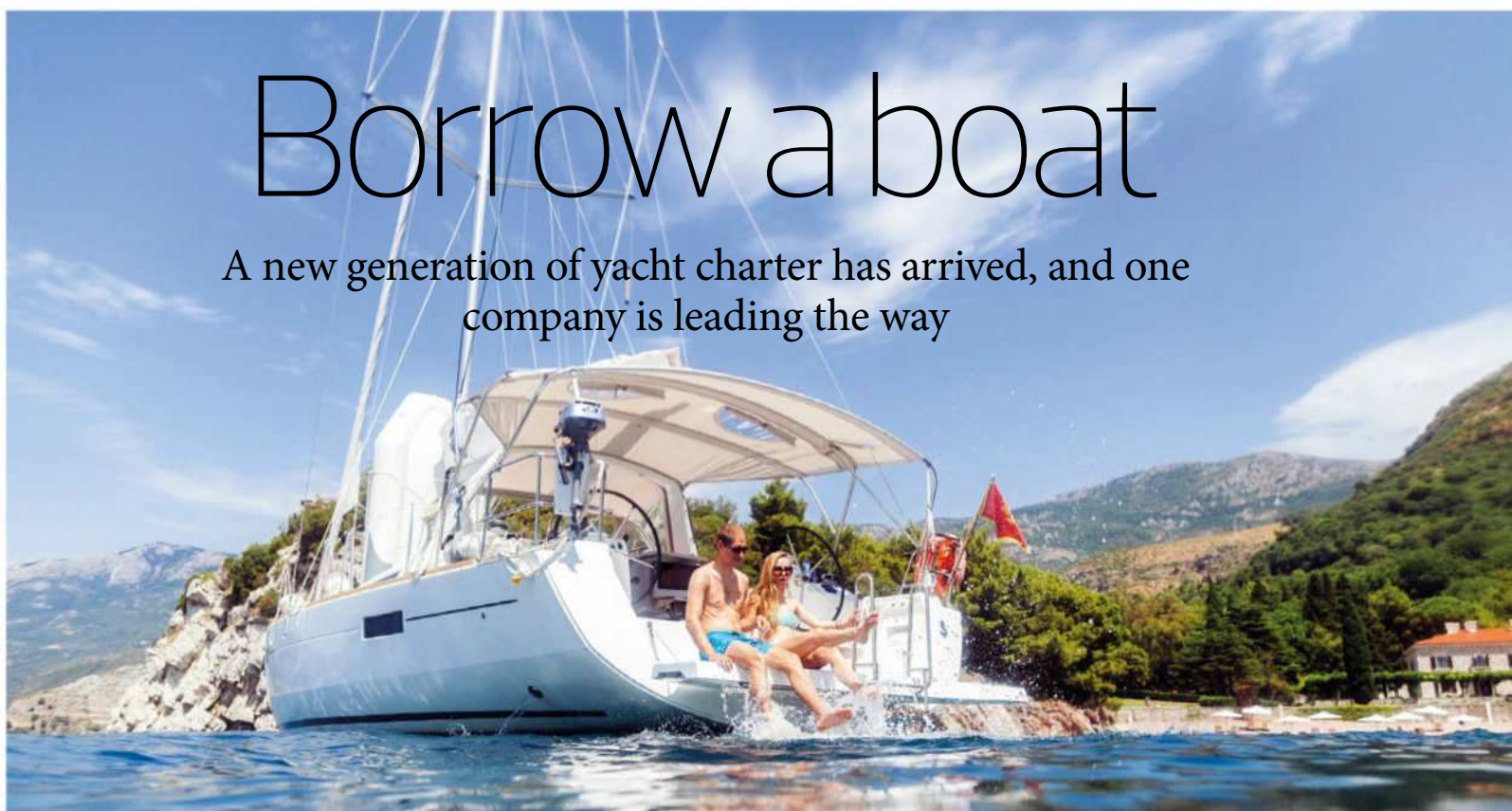


ILLUSTRATION: CALISTA PAXTON

Borrow a boat

A new generation of yacht charter has arrived, and one company is leading the way



For years, yachting has been the aspirational hobby for many dreaming of days spent on the sun soaked decks of a sailing boat, or feeling the wind in their hair on-board a motor yacht as it cruises along the Cote d'Azur. This dream has never become a reality, until now. Entrepreneur Matt Ovenden was fortunate enough to grow up boating, so when he introduced his children to boating he realised how relatively inaccessible it was; this set him on the path to building borrowaboat.com and making boating more available to others.

There are two myths around yachting; one that its unaffordable and the second is that you have to have a complicated set of qualifications. Borrow a Boat defies both of those assumptions, delivering a platform that boasts over 17,000 boats across 60 countries, from canal boats and catamarans to speed boats and sailing yachts. There are a vast number of destinations to browse, from the Amalfi Coast and Balearics to the Pacific Islands and even the more obscure destinations such as Myanmar in Asia. For those

without experience, or who want to take a back seat, most of the boats are available with a skipper on request. Customers can message the boat owner with any requests, allowing them to design their own charter with unprecedented control.

Accessibility for the masses is at the forefront of Borrow A Boat's philosophy and they have recently met their latest milestone, celebrating

'This app will revolutionize the charter market by opening up access to boats'

the launch of the platform's new app last month. The app is the first of its kind in the UK and enables users to select a boat wherever they are in the world in as little as 24 hours. If you wake up one morning smelling the fresh sea air from the balcony of your villa in Mallorca, log on to Borrow A Boat's app and you will be instantly notified of the weather forecast for the week, what boats are available and the nearest vessels to your location.

Matt comments: "This app will revolutionize the charter market by opening up access to boats, which we see parked in marinas the world

over, almost always under-used. It will allow people to land in a destination and book a boat at short notice. There is no need to commit to a seven-day trip, that's a unique selling point for our customer base who are looking for experiential travel that suits their lifestyles."

Borrow A Boat's first year of inception from January 2017 boomed thanks to two very

successful rounds of Crowdfunding. Their second round was over-funded by 235 per cent, with close to 700 investors, and a finalised total of £470k raised. Borrow A Boat continues to grow with more and more boat owners signing their vessels up to the platform in countries across the world. A new generation of boat chartering is on its way and Borrow A Boat is pioneering the way in a new sector, that can best be described as 'AirBnB dedicated to boats'.

**For more information visit
borrowaboat.com**



The great escape

Is selling up and going sailing the impossible dream? In the second part of our series, **Caspar Craven** shows how it's done

After five hard graft years with a hatful of highs and lows including almost losing my business and a major medical incident we finally got to the start line and slipped lines from Universal Marina on the Hamble River on 20 August 2014.

For the next two years, we truly lived our dream of experiencing the world with our three young children as we sailed the world's oceans.

Our route took us down the European coast before joining the ARC fleet in the Canary Islands and sailing to the Caribbean. From there we sailed to Panama where we joined the World ARC and then spent six



months traversing the magical islands of the Pacific, eventually arriving in Australia. We then headed north over the top of Australia and, via Indonesia, picked our way through more island paradises to South Africa. Early 2016 saw our re-entry to the Atlantic with fast downwind sailing to Brazil via St Helena. Our outbound

OPPOSITE PAGE (clockwise from top left) Columbus steering; our yacht Aretha; Bluebell and Columbus meet dolphins in French Polynesia; Willow and Columbus settle into life onboard; Willow making friends in the Panamanian jungle

track was crossed in Grenada before heading back to Panama and then up the American west coast, arriving in San Francisco in the summer of 2016.

Perhaps my favourite single passage (which was also our longest) was sailing from the Galapagos to the Marquesas Islands, covering some 3,000 miles of ocean passage in one of the most remote parts of the world. The ship's log picks up the story...

The rest of the World ARC fleet left on 4 March. We left a day later as we needed to fix a steering issue. By the time we left, the other boats were anywhere between 12 and 100 miles ahead of us. We are a relatively quick boat and should make good progress through the fleet.

A little bit of ocean racing tactics →



comes to the fore. Always head for the wind shift. Well round here the wind shift is basically the first boats to get into the South East trades, which are roughly 6-8 degrees south. While many boats are already heading west, we're diving deep south as fast as we can to get into the trades.

Once you have the breeze, you can really put your foot down and those constant 15-18 knots of trade winds should see us all the way to the Marquesas.

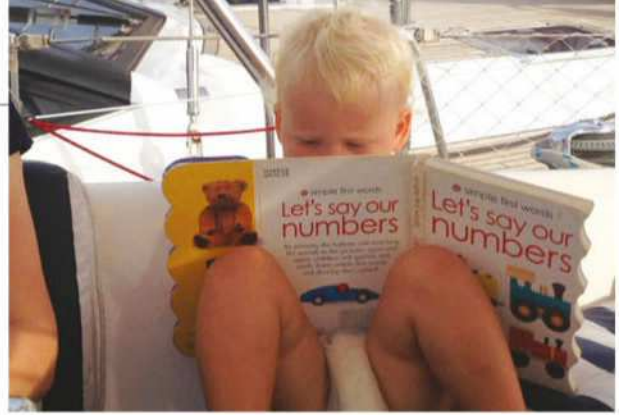
The last week or so in the Galapagos Islands has been nothing short of incredible. It has been packed full of learning for both the children and us and we've shared many remarkable experiences.

It started before we arrived with

watching the David Attenborough DVDs on the islands – lent to us by friends on another boat when we were in Panama.

Learning about the unique environment, how Darwin had formed his theories on evolution and, of course, all the different wildlife whetted our appetite. Two days before we arrived we had a passenger on Aretha – a large red footed booby, which perched on the bows utterly unfazed by use getting close and taking pictures. It underlined the absence of a fear of humans that we'd read about.

We didn't have to look far for that theme to continue as we explored the islands of Santa Cruz and Isabella. Sitting in the cockpit of Aretha while



in a protected anchorage we were surrounded by the vibrant natural world. Sea lions cavorted and dived all around the boat, penguins would perch on nearby rocks, manta rays would rise to the surface catching the sunlight and, in the skies, we'd watch the pelicans and blue footed boobies diving from great heights to catch unsuspecting fish.

One of the famous experiences is to explore the lava tunnels formed from the volcanic lava flows. A small group of us on a 25 foot skiff powered by twin 200 hp engines made our way to a distant part of Isabella Island. Surf rolled in as our

boat driver expertly picked his way through the waves to reveal a secluded inlet protected from the waves.

It was here we got up close and personal swimming and snorkelling with white tipped reef sharks, turtles and, with the help of our guide, finding sea horses.

The northern end of Isabella island also happens to sit on the Equator. This signified the marking of a very important sailing tradition – the crossing of the line. With a little bit of creative imagination from the kids' dressing up box and some tin foil crafted around the boat hook to make a trident, we had our very own King Neptune (me).

All the crew were tried and naturally found guilty of various crimes. Lucky for them that we were in the Galapagos National park as the food slops had to stay on board and instead they got buckets of sea water for the penalties.

I still can't believe we have sailed all the way here from the UK – it feels we have come so far and we still have a long way to go. Seeing the Pacific stretching out in front of us is exciting and daunting in equal measure.

As we head west from the Galapagos bound for the Marquesas Islands we have the excitement of joining our first radio net on the SSB Radio (which we fitted in Panama). We have a clear

ABOVE (Clockwise from top left); Tropical landing stage; home schooling on board; Aretha sailing downwind fast on the approaches to Australia; Swimming with turtles in the Galapagos; Flying fish on deck

signal and can appreciate the value of the net by being able to connect and catch up with all the other yachts.

So, yes, we are back at sea and it's good to be here and on passage. It's a full moon tonight and extremely clear on deck. The crew is sleeping soundly and all is well.

From Team Aretha in the Pacific, out.

Caspar Craven

Caspar first sailed round the world in 2000-01 on the BT Challenge yacht Quadstone. He now speaks on teamwork, leadership and how to make things happen. Caspar's book *Where the Magic Happens* is published

by Bloomsbury and was released in the UK on 17 May and tells the story not only of how Caspar, Nichola, Bluebell, Columbus and Willow transformed their lives and sailed around the world, but gives a detailed blueprint for anyone wishing to pursue their own dream, no matter how big or small.



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TROON YACHT HAVEN

AYRSHIRE

55 33'.10N 04 40'.97W



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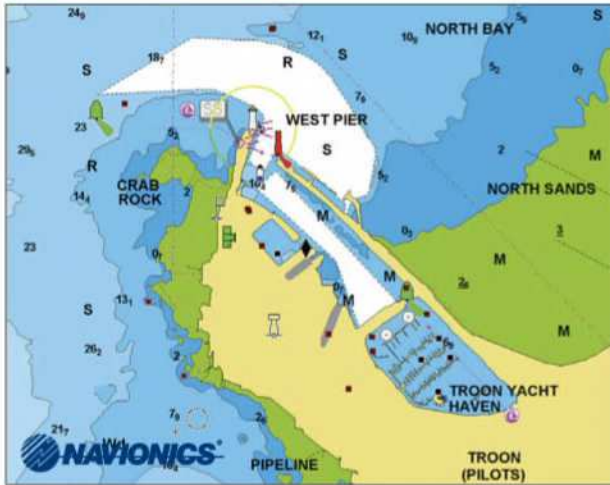
MARINA OFFICE

FUEL PONTOON

ENTRANCE

The convenient and tranquil setting of Troon Yacht Haven is a good option to consider as a place in which to base a west coast of Scotland cruise. By **Sue Pelling**





Mention the west coast of Scotland to any sailor and you can be sure of a positive reaction. Known for stunning scenery, clear water and welcoming fresh (albeit generally cool) air, Scotland's west coast is very much a world-class bucket list favourite for cruising sailors.

The town of Troon, which lies about 30 miles south-west of Glasgow, is probably better known globally as a golfing Mecca, with Royal Troon Golf Club host to many a British Open Championship in recent years, but there is also a strong, historic seafaring link.

The name Troon derived from the word Trwyn – the Celtic meaning of point or headland and, with its natural harbour, it soon became an important seafaring town. It was once among the top coal ports in Britain and was also home to the Ailsa Shipbuilding Company, which opened in 1860 and finally ceased building ships in 2000. The 1950s were regarded as the shipyard's heyday years with much of its business coming from Scottish inter-island services car ferries, which were built there.

The harbour at Troon remains important commercially not only as a base for a large fishing fleet, but also as a terminal for P&O that operates a service to Ireland.

Troon Yacht Haven Marina, which opened over 30 years ago? [Jonathan Cook to check, please] is one of the longest established marinas in Scotland. Given its convenient location (30 miles from Glasgow

ABOVE
Chart showing Troon Yacht Haven and approaches (not to be used for navigation)

FACING PAGE
(Clockwise from top left) Peaceful day on the water near Millport; Dundonald golf course with Troon in the background; Easy access makes Troon Yacht Haven a popular location; Crocodile Rock at Millport is a great place for fun and games; Scotts Restaurant overlooking Troon Yacht Haven and South Beach

55°33'10N 04°40'97W



and 30 miles from Largs) and a relatively short distance to Bangor or Ballycastle in Northern Ireland, Troon is, not surprisingly, regarded as an ideal gateway to the Scottish western isles. The Yacht Haven is also proud of its reputation as 'one of the best served' marinas of its type, thanks to its 24 hours a day, seven days a week customer service.

Activities in the surrounding area include Largs Regatta Festival sponsored by Scotts at Largs in association with Cloudy Bay New Zealand. Taking place over the forthcoming August Bank Holiday weekend (25-27 August), this is the Clyde's premier sailing event for yachts, keelboats and dinghies, and includes an interesting race round the isle of Cumbraes.

MARINA GUIDE

Troon Yacht Haven is exceptionally easy to access at all states of tide and is always welcome to visitors.

All 400 berths are fully serviced with power and water, and there is a fully equipped boatyard that offers lift out and storage for boats up to 50 tonnes.

With plenty of professional boatbuilding services and a well-stocked chandlery on site, this could perhaps be the ideal place to visit next time your boat is need of a bit of an overhaul or upgrade. Served with regular flights to Glasgow airport, which is just a short taxi ride away, makes it an exceptionally convenient option.

As with all Yacht Havens marinas, owners of visiting yachts can feel confident about the safety of their yacht thanks to the round-the-clock security patrols, CCTV surveillance and controlled security access to

FACTFILE

TROON YACHT HAVEN

Tel: +44 (0) 1292 315553

Web: yachthavens.com/troon

VHF Channels 37/80

Admiralty Charts 1866, 2220;

Admiralty Leisure Chart 5610;

Imray C63

Office open 24/7 (closed Christmas Day)

Wifi free

Fuel and pumpout onsite 24/7

Showers and toilets onsite

Water and electricity pontoons

have access to fresh water hosepipes and individual power points

Carpark onsite, free

Chandlers, sailmakers and marine services on site

Supermarket next to marina open seven days a week

Nearest cashpoint supermarket next to marina

BERTHING CHARGE

Visitors

| | |
|------------------|------------|
| Overnight | £2.90 p/m |
| Weekly | £14.50 p/m |
| Monthly | £55 p/m |

Annual

| | |
|---------------------|----------------|
| Up to 6m | £1,100 flat rt |
| 6.1 to 7.8m | £295 p/m |
| 7.9 to 13.5m | £353 p/m |
| Over 13.5m | £365 p/m |

the pontoons and shower areas.

Luxurious toilets, showers, and laundry facilities are located in the main marina and, the marina bar and restaurant (Scotts) located upstairs in the main building, opens at 0900.

For a bit of a leg-stretch after a long passage, take a 10 minute walk into the heart of Troon or head to South Bay for relaxing day on the beach. →

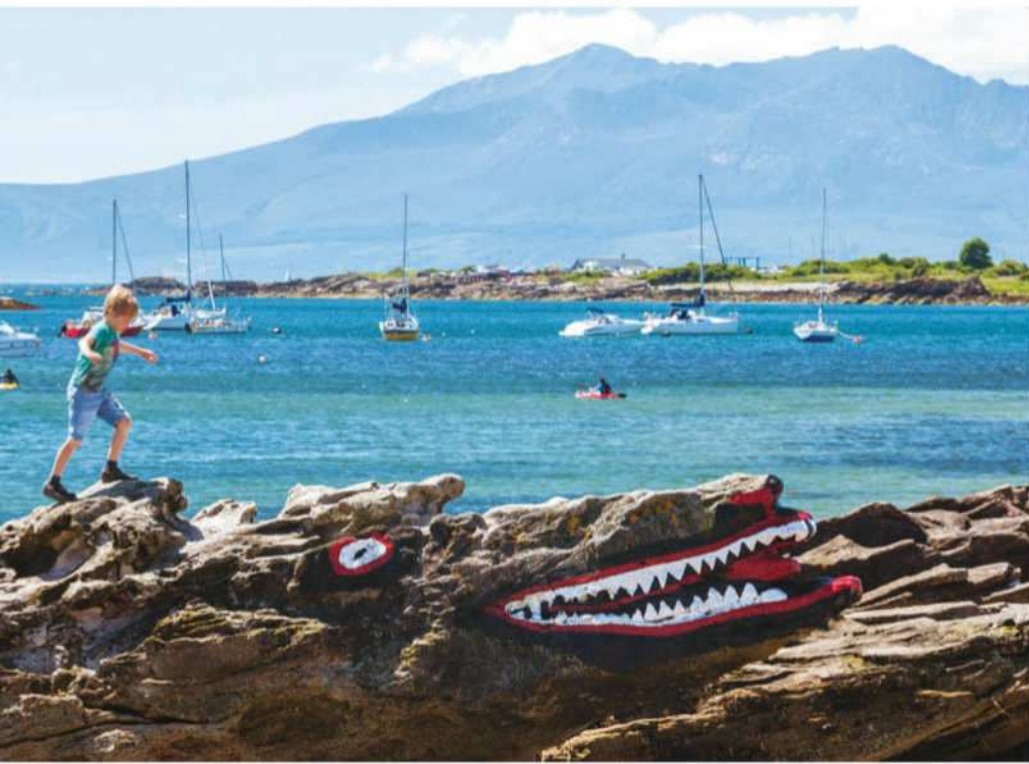
LOCAL BERTH HOLDER



ROBIN AND SUE ALLINGHAM – OWNER OF MYSUE

"In October 2013, Sue and I travelled from Bedfordshire to visit the marinas in the Clyde area. We soon found that Troon Yacht Haven would be ideal. Not only was it the nearest but we felt it was the most sheltered with very little tidal flow. We were offered a 19m berth with ample swinging room behind, ideal for our 14.5m boat.

"We arrived in Troon after a 639-mile trip from Swanwick, Hants in May 2014. We have been made most welcome by all the marina staff and any problems are quickly dealt with, which is important to us living nearly 400 miles away."





PASSAGE PLANNING

Getting in and out Troon Yacht Haven couldn't be easier for the cruising sailor

Easy 'lockless' access at all states of the tide makes Troon Yacht Haven a popular choice for visiting sailors. However, because of the ferry terminal located in the adjacent Troon Harbour, it pays to be vigilant on the approach or when leaving the marina. Also watch out for wash from the ships, and be aware of the 5knot speed limit.

Although all commercial ship movements are announced on VHF channels 16, 14 and 80, yacht

crews are encouraged to contact the harbour master on channel 14 on the approach or before setting sail. As a guide, a flashing amber light at the Seacat berth, signals imminent ferry departures/arrivals.

APPROACH

The Harbour Approaches Waypoint is 55 33.20N 04 42.00W so it is advisable to use this as a guide. One area to watch out for is Crab

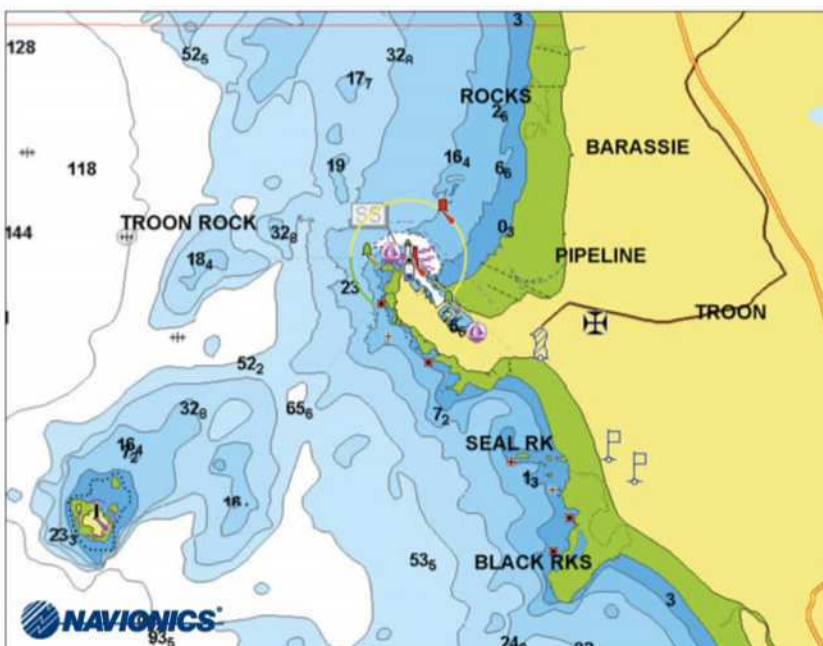
ABOVE
After a long day on the water Troon Yacht Haven's lockless access is welcoming

BELOW LEFT
Chart of the approaches to Troon Yacht Haven (not to be used for navigation)

BELOW RIGHT
View of the outer and inner harbour, and the lighthouse marking the main entrance

Rock starboard hand buoy (Fl.G.4s), which marks Crab Rock and shallow water just off West Pier.

As you get nearer to the marina, you will notice (also illustrated in the image below) the outer harbour entrance marked to the west by a white lighthouse (Occ. Wg 6s) and to the east by a flashing red light (F1 R 10s). A lit starboard-hand buoy marks the marina entrance, within the harbour.





spectacular as you cruise towards the Mull of Kintyre and then on towards Campbeltown Loch. Moor up in the harbour and, if you have time, visit the Royal Hotel, which has been fully refurbished and prides itself on excellent food and service.

For a slightly shorter weekend cruise (approximately 25nm), head north up the Clyde to Rothesay, or Port Bannatyne on the Isle of Bute. Both have pontoon berths and a good selection of bars and restaurants ashore.

To embrace the real beauty of this part of the country you'll need at least a week. For a real adventure, sail across the North Channel to either Bangor or Ballycastle in Northern Ireland. This is possible to complete in daylight from Troon. ✦

CRUISING GROUNDS

Troon Yacht Haven is a gateway to the lavish cruising area of the west coast of Scotland

As the most southerly marina on the Clyde estuary, Troon Yacht Haven is ideally positioned to access the sheltered waters of the upper frith, which offers fantastic on the 'doorstep' cruising. It is also the ideal place to start a western isles cruise, or a cruise to Ireland.

For a day sail, the Island of Arran, just 15 nautical miles from Troon is an easy option. Head due west to Lamlash – the island's capital – and pick up a visitor mooring in the bay for a spot of lunch. Book a table at the waterside restaurant then take a walk around town. Just north of Lamlash is Brodick, which also offers visitor moorings and an even larger selection of quality restaurants ashore.

For those with a couple of days to spare for cruising, a good options and a popular one from Troon is the passage to Tarbert. This picturesque harbour is a great place to spend a night although if you are considering going early in the season, check how busy it is particularly during the Scottish Series, which is held annually in late May. With often over 100 boats competing at this popular regatta, berth space is likely to be limited.

The passage to Tarbert from Troon is approximately 35nm leaving the

ABOVE
Tranquil anchorages are never far away

BELOW
Exciting racing in the Round Cumbraes Race during Largs Regatta Festival

Isle of Arran to port and the Isle of Bute to starboard, aiming for the mouth of Loch Fyne. An alternative to mooring in Tarbert Harbour is the relatively new, Five Gold Anchor award-winning marina across the Loch at Portavadie.

Another other option for a weekend is a sail to Campbeltown, which is approximately 38nm. Head towards the south end of Arran leaving the Island of Pladda to starboard and Ailsa Craig to port. The scenery is

USEFUL CONTACTS

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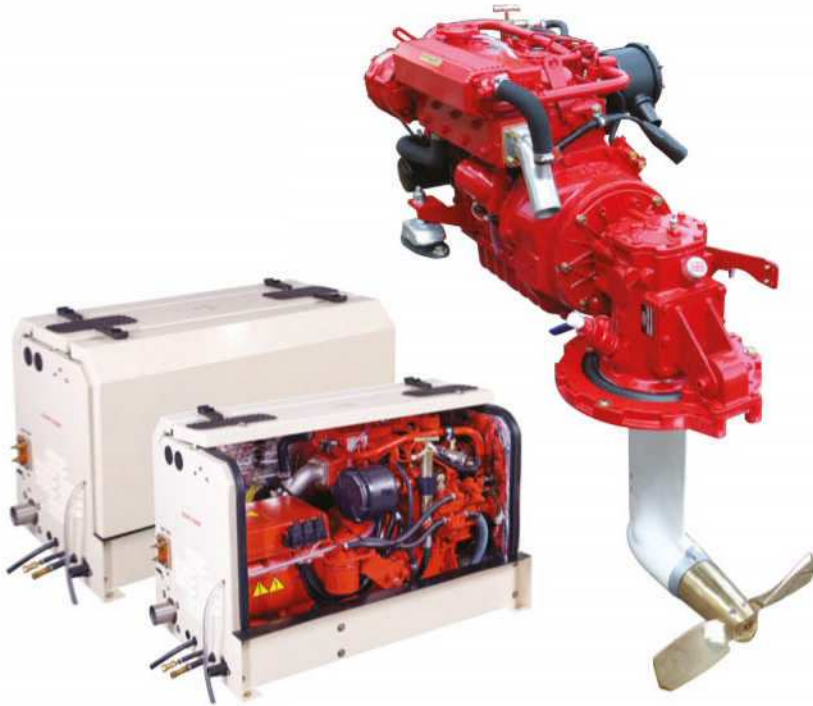
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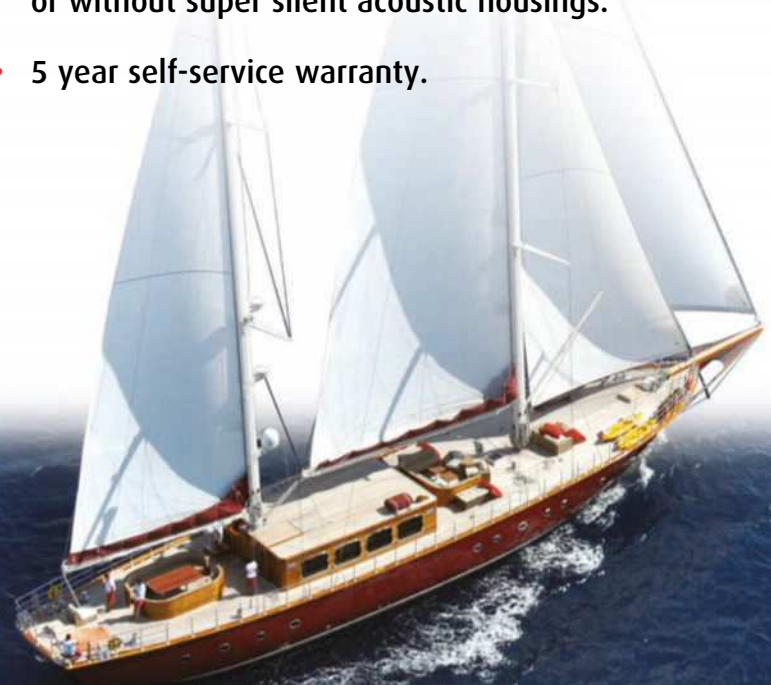
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GULL'S EYE

LARGS YACHT HAVEN

NEIGHBOURING MARINA OPTION

55.7757° N, 4.8590° W



Largs, just a short sail up the Firth of Clyde on the Scottish mainland shore, is Yacht Havens' other west coast of Scotland-based, world-class marina – Largs Yacht Haven.

Like its partner/neighbouring marina at Troon, Largs is one of the most convenient places to start a tour of the west coast of Scotland not least because it is just a 30-40 minute car journey from Glasgow International Airport. This makes mooring a boat there and commuting, a real possibility for those with a desire to discover the wonders of western isles cruising.

The town of Largs itself has a touristy feel, which means it can be a little barren in the winter months but full of buzz during the summer. The marina is not in the middle of town so it is a short walk to the various amenities. However, on site there are most things you would need, though any major provisioning would require a trip into town.

The facilities and services at Largs Yacht Haven are some of the best you'll find,

with sailmakers, sailing schools, chandlery, a physio, beauty spa, and two good restaurants – Scotts, and the more café/deli style Bosun's Table – to choose from.

Given its close partnership, Largs Yacht Haven is run in similar style to Troon Yacht Haven that works on a 24/7 system, so it is possible to turn up at anytime, any day of the year (except Christmas Day) and be greeted by the friendly staff who are known for providing exemplary customer service.

PASSAGE PLANNING

Largs Yacht Haven Marina is accessible at all states of the tide and, being well sheltered by Cumbrae Islands and the islands to the west, it is possible to enter the marina in all conditions. To make it an even more desirable place to visit, the approach, via the Largs Channel, is free of hazards.

Navigation lights mark the port and starboard breakwaters (occluding 10 seconds), and the deepwater approaches to the entrance are marked with a lit safe water mark. (L.Fl.10s).

FACTFILE

LARGS YACHT HAVEN

Tel: +44 (0) 1475 675333

Web: yachthavens.com/largs

VHF Channel 80 and 37

Admiralty Charts 1867, 2220; Admiralty Leisure Chart 5610; Imray C63

Office open 24/7 (closed Christmas Day)

Wifi free

Fuel and pumpout onsite 24/7

Showers and toilets onsite

Additional facilities at Largs SC

Water and electricity fresh water pontoon hosepipes and individual power points

Carpark onsite, free

Chandlers, sailmakers and marine services on site

Supermarket the main supermarket is in Largs town, open seven days a week

Nearest cashpoint supermarket

BERTHING CHARGE

Visitors

| | |
|--------------------|-----------|
| Overnight | £3.35/m |
| Regatta rate (5+) | £22 night |
| Monthly | £61/m |
| Annual | |
| Up to 6m flat rate | £1,386 |
| 6.1 to 7.0m | £355 p/m |
| 7.1 to 12.1m | £441 p/m |
| Over 12.2m | £449 p/m |





FOLDING AND FEATHERING PROPS

SAM FORTESCUE LOOKS AT GO-FASTER SAILING PROPELLERS

Out of sight, out of mind goes the saying, and so it often is for your boat's propeller. Crucial as this piece of equipment is to your safe and rapid movement from a to b, it often receives very little attention. You simply fit and forget it - until something goes wrong.

That's a shame, because most new boats are fitted with fixed-blade propellers as standard, and older boats often have them too. While that is fine when the engine is running ahead, a fixed propeller is inefficient astern and applies real drag to a boat under sail.

Tests vary in their scientific-ness, but data suggests that a fixed prop that is locked creates at least 20 times

as much drag as a folding propeller at 5kt. In speed terms, that equates to some 20% more pace with a folding propeller. Crossing the North Sea from Harwich to Ijmuiden means that could save you four hours.

FOLDING OR FEATHERING?

Folding propellers – where the blades close up around the central boss – are marginally more efficient in sailing mode than a feathering prop, that has blades that simply rotate to a position parallel to the direction of movement. This makes them the racer's choice, but it is a narrow margin, and pales into insignificance next to a fixed prop.

A feathering prop is nearly as efficient as a folding prop when going

ahead and typically a bit better astern. Feathering blades can be more suited to long keel boats where the prop is enclosed, providing insufficient space for a longer folding prop. On the other hand, a folding prop is less apt to tangle with fishing pots and waterborne debris. In the early days of these designs, folding props could be reluctant to fully deploy when going astern, although manufacturers claim this tendency has now been eliminated. Tests suggest that they are far more effective astern at high revs rather than low, and can cause a loud clunking noise when they deploy.

DIAMETER

This is a measure of the size of the prop, and refers to the width of the

circle that the blade tips turn through. It is twice the distance from the centre of the boss to the tip of a blade. In general, the more powerful your engine, the bigger the prop diameter needed to utilise that power effectively.

PITCH

The blades of your propeller slant or curve forward (or back in reverse) – this is what part of what generates the motion. This pitch is usually measured in inches, and refers to the distance the propeller would advance in one revolution if it gripped the water perfectly. Imagine your prop is a screw; the pitch is how far into the wood the screw advances with one full turn.

The steeper the pitch, the more work the engine must do with each revolution. A standard pitched propeller will ensure that the engine can just reach full rpm at full throttle. Some sailors like being overpitched, however. It puts more strain on the engine, which means it will never reach peak revolutions, but it'll keep the boat moving a bit faster through the water until peak power. Turning over more slowly, the engine is a bit quieter and more efficient.

Some props have variable pitch, automatically adjusting to the pace of the boat and revs of the engine. Others allow the pitch to be changed via a turn of a screw on the boss, or require the boat to be hauled out.

BLADE NUMBER

This is essentially down to you. Fewer blades mean less drag – hence the reason that so many fixed props are two-bladers. But with the exceptionally low resistance of a fixed or a folding prop, this is barely an issue. On the other hand, there can be more vibration with a two-blade model than a three or more blader. And more blades give more power. Most cruising yachts have three blades.

'Data suggests a fixed prop creates at least 20 times as much drag as a folding prop at 5kt'



Featherstream



Autoprop



Varifold

Gori

The Gori is a folding prop that claims to have the thrust of a fixed prop. Made from nickel aluminium bronze, the blades are geared so that they cannot open or close independently. They pivot through 180 degrees to give the same pitch in forward and reverse, which means optimum speeds in both directions. Uniquely, Goris have an 'overdrive' function for motorsailing, which deepens the pitch of the prop to give the same power from lower engine rpm.

With the lowest drag of any folding prop, according to some German tests, Goris are used by the Volvo Ocean Race boats and many of the racing one-designs, as well as cruising brands.

- Blades: 2, 3 or 4
- Diameter: 11.5in to 30in
- Engines: 10hp to 300hp
- Gori-propeller.com

Autoprop

Bruntons' feathering propeller is a technical marvel with either two or three blades that rotate perpendicular to the prop shaft. Because each blade's weight is offset, they will rotate through 180 degrees between forward and astern, giving them the same optimum pitch in both directions. Free to rotate on their axis, the blades will adopt varying pitches, according to the needs of the boat. So, when you are motorsailing, they pitch up to account for the driving force of the sails, reducing fuel consumption and engine rpm. This feature should also reduce prop walk astern.

- Blades: 2 or 3
- Diameter: 13in–35in
- Engines: up to 350hp
- bruntonspellers.com

Varifold

Also manufactured by Bruntons in Essex using high quality nickel aluminium bronze, the Varifold is designed to appeal to racers and fast cruisers. As a folder, it offers less resistance in sail mode than its Autoprop sister.

The company claims a unique design for the blades of the prop that cuts noise and vibration. A helical pitch, including reduced pitch towards the blades' tips, reduces pressure and noisy pulses against the yacht's hull.

- Blades: 2, 3 or 4
- Diameter: 12in to 45in
- Engines: up to 1000hp
- Bruntonspellers.com

Featherstream

This UK-built propeller is manufactured using aluminium bronze for the hub and stainless for the blades. There is no standard spec for their props because Darglow prefers to talk through a client's requirements in detail first.

The pitch on a Featherstream is determined by the pitch cassette installed with it. This can't be altered when the boat is in the water, but it is always possible to send off for a differently pitched cassette from Darglow and install it via a 10-minute operation when the boat is hauled. If you send the old cassette back, this is cost-free.

The blades are completely flat for frictionless sailing, and rotate through 180 degrees for optimum power ahead and astern.

- Blades: 3 or 4
- Diameter: 12–20in
- darglow.co.uk



Maxprop



Kiwiprop



Slipstream



Flexofold



Variprop

Maxprop

Maxprop blades are flat and pivot through 180 degrees, so that the leading edge is presented in both forward and reverse – making for excellent thrust either way.

Pitch can be changed in 2-degree increments at the turn of a screw, which can even be done in the water with the Easy and the Whisper models. It is not quite the variable pitch that the manufacturer claims, but it does offer some flexibility. The blades are linked by gears so they open and close at the same time.

Maxprop says its products are particularly good for catamarans.

- **Blades:** 2, 3, 4 or 5
- **Diameter:** 12in to 44in
- **Maxprop.it**

Kiwi Prop

Unlike all the other propellers featured here, the blades of the Kiwi Prop are a special nylon-glass composite called Zytel. Glass may seem an odd choice for a propeller, but the material is incredibly tough, lighter than metal and corrosion free. It is also much cheaper than bronze, a fact reflected in the lower retail prices. The manufacturer also points out that the blades are sacrificial in the event of a collision, and much cheaper to replace than potential repairs to the stern gear.

The blades are fatter than some but symmetrical, free to rotate around their axis for excellent feathering. The boss allows the blade assembly to rotate 100 degrees, offering adjustable pitch ahead and maximum pitch astern for more power at low speeds.

Kiwi is also developing a two-blade folder.

- **Blades:** 3 and 4
- **Diameter:** 14.5in to 20.5in
- **vectamarine.com**

Autostream

This feathering prop is entirely made of 2507 duplex stainless steel for exceptional strength and resistance to corrosion, and features narrow blades that swing through 180 degrees in reverse.

Pitch is independently set for ahead and astern, and can be easily adjusted – as can direction of rotation, in case a change of engine necessitates it.

- **Blades:** 3
- **Diameter:** 15in to 20in
- **steeldevelopments.net**

Slipstream

The folding prop from Seahawk is also in stainless steel – but this time low carbon 316 for long life.

The blades are geared, so they are synchronised, and the bushes can be replaced easily when worn. Plastic bump stops prevent the prop from clunking when it swings open, and the same polyurethane forms side plates to stop metal-on-metal wear. Seahawk provides a five-year warranty.

- **Blades:** 2 or 3
- **Diameter:** 14.5in to 18.5in
- **Engines:** up to 75hp
- **steeldevelopments.net**

Flexofold

The Flexofold uses high quality nickel aluminium bronze in its construction. Being water lubricated, its gears need no grease. Its simplicity and competitive price have made it the go-to prop for many boatbuilders.

It has large shock absorbers for quiet opening and in tests, it performs well both ahead and astern. Also available in a

special race variant with a corrosion-free composite boss that saves 2.8kg of weight.

- **Blades:** 2, 3 or 4
- **Diameter:** 13in to 27in
- **Flexofold.com**

Variprop

The Variprofile is a robust prop, built to order in ice-class nickel aluminium bronze for extreme long life.

Like most feathering props, the blades are flat and thin, and they rotate 180 degrees in reverse to offer the leading edge in both ahead and astern. A simple turn of a screw is enough to change the pitch, which can be independently set in both directions – ahead it is all about optimising thrust, while in reverse it is about reducing prop walk.

A patented multidisc brake acts as a shock absorber to eliminate the clunk when you engage the prop. Its short hub makes the prop really suitable for long-keeled boats with a small prop aperture.

- **Blades:** 2, 3 or 4
- **Diameter:** 12 to 32in
- **Engines:** up to 750hp
- **Spw-gmbh.de**

Variprofile

Similar to its Variprop, Variprofile is SPW's cheaper, small-boat feathering prop. It is mass-produced for modern serial yachts with engines up to 140hp, but otherwise has many of the same features as its custom-built sister, including micro adjustment for the forward and aft pitch.

- **Blades:** 2 or 3
- **Diameter:** 12in to 18in
- **Engines:** up to 140hp
- **spw-gmbh.de**



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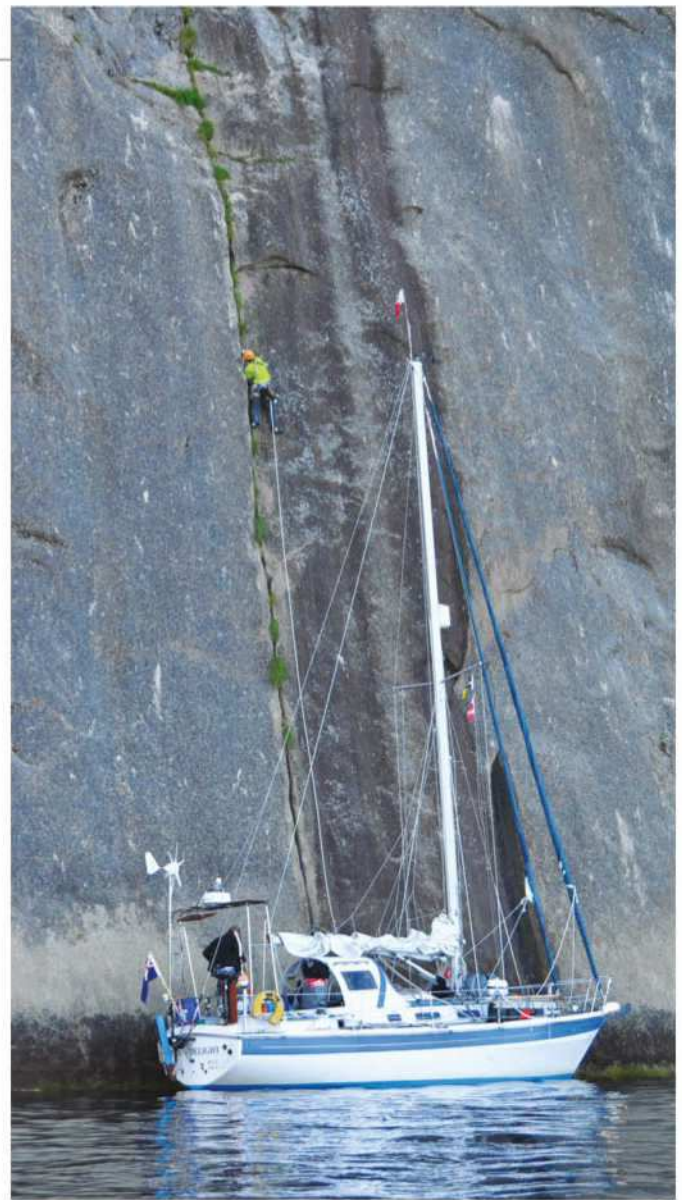
In a Green and precipitous land

Notable climber and high latitude sailor **Bob Shepton** recalls a couple of memorable anchorages off the coast of Greenland as he went in search of some truly impossible climbs



Though I have written climbing guide books, most notably for the sea cliffs of Portland and Lulworth in the early days of exploration there, I have never been the main editor of a sailing pilot book. But I have had the privilege of contributing to such, principally to Willy Ker's Faroes, Iceland and Greenland at first, followed by the excellent Arctic and Northern Waters edited by Andrew Wilkes for the RCCPF and published by Imrays, without which nobody should stray into the Arctic.

It will be no surprise then that some of these anchorages were related to climbing. In 2010 and 2014 I was again privileged to have the Wild Bunch aboard looking for 'big walls in Greenland'. The Wild Bunch is a collective of climbers who only got their hair raising name thanks to their singing, dancing, and high fives every time they got to the top of one of their incredible climbs. They had asked for big walls so I steered them towards Impossible Wall as I had dubbed it when passing several times beneath on my way to or from Upernavik in the north west of Greenland: a sheer



ABOVE
(left) Chilling out after a big wall climb at our favourite anchorage;
(right) Starting the climb direct from the boat moored against the cliff

THIS PICTURE
The climber's view of their 'base camp'

'Stepping off the boat moored against the sheer wall to start the climb'

850 metre wall rising straight out of the Sortehul fjord. They warmed up on Red Wall (Ed. note: 'Bob, is there anything less exacting to warm up on?!') and then spent 11 days completing a magnificent route high in the Extreme climbing grades on Impossible Wall, stepping off the boat moored against the sheer wall to start the climb. Three of those days they spent in their sleeping bags suspended at the same spot on the wall on their port-a-ledges waiting out bad weather. But this was no



'In Greenland you have to take account not only of wind but also of ice'

sacrifice as they had hauled their musical instruments up with them and sat there composing new songs.

But after such efforts it was necessary for them to 'chill out' so we retired to the only really safe anchorage in the area at Qornoq Kangigleg, which I had submitted years before. In Greenland you have to take account not only of wind but also of ice. A narrow entrance and gut made that a little safer though one year I did have to put the anchor down short of the end of the inlet as a small berg had found its way inside. But the great thing about Qornoq Kangigleg is

that there is a spit of land across to the almost-an-island on the eastern side, so you can anchor in the bay to the north if the wind goes strongly to the south, though that is a little more subject to ice. We rested in the preferable southern inlet, sat in the sun, and even the Wild Bunch drank a little wine. We read our books and they played their musical instruments, all ways of re-charging their human batteries for the next outrageous climb.

By contrast a year later the Mild Bunch had come out to help sail the boat down the west coast and back across the Atlantic. Mild, because these were not professional climbers, climbing at a lower but still respectable standard. In the course of wending our way down the west coast of Greenland we put into the long fjord of Evighedsfjord. There were romantic overtones here as the redoubtable Bill Tilman, who really began this use of a boat to get to climbs in remote areas with his famous Mischieff, had come part way down this fjord, anchored and climbed a couple of unclimbed peaks. The second highest peak in Greenland, Mt Attar, also lies off this fjord. We went to the far end of the fjord to Kangiussa, first passing the incredible Taatera Glacier with its impressive ice cliff dropping into the sea. The lads had to walk three miles up the edge of another glacier here without proper winter climbing gear, but they did put up a new rock route

ABOVE

There can be the additional problem of ice when selecting an anchorage in the Arctic

BELOW

A strangely still morning anchored in Evighedsfjord

when they had done so. Meanwhile I was grappling with the silt bank at the head of the bay, and was forced to the conclusion that I had better put out another anchor astern to prevent being blown round onto the silt bank when the wind went round as it inevitably would, and did, in this mountainous terrain. But then it is advisable to carry at least three anchors in the Arctic; and Antarctic

Before all this there had been a strange anomaly. My climbers that year had climbed the first ever route on Polar Molar, a sheer, clean cliff of rock 40 miles south west of Pond Inlet in arctic Canada. We returned to Pond Inlet and were successfully stuck. A long arm of ice extended into Baffin Bay from Bylot Island to the north east and Navy Board Inlet was full of ice. After five days of waiting, we rushed to the boat and across to Navy Board Inlet, which was clearing at last. We weaved through ice floes that arctic night, then across Lancaster Sound to Dundas Harbour then to the three famous graves on Beechey Island from Franklin's crew when he was wintering there in 1845/6 before his disastrous expedition. Having refuelled at Resolute we made our way south in a strong snow filled north wind down Peel Sound, which is seldom open, to a delightful tear drop anchorage in False Strait just north of the other gateway through the North West Passage, the Bellot Strait. The cove was marked on the chart as Leask Cove but to our amazement was not in the RCCPF Pilot. We took the co-ordinates and submitted it to Arctic and Northern Waters with alacrity.

THE ROYAL CRUISING CLUB

Most readers will be familiar with the comforting sight of the Royal Cruising Club Pilotage Foundation's excellent range of pilot guides. Authors are among the world's unsung cruising heroes, researching and writing the guides themselves by boat. Sailing Today decided to ask RCCPF authors for stories from their favourite far-flung cruising grounds, and this occasional series is the result. rccpf.org.uk



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The **SpearFish 15** has a long, slim hull which is much more efficient and easily-driven than conventional shape inflatables. That means they need less power to plane, so they can be used with small, lightweight outboards (which are cheaper to buy and run, and easier to transport and store).

The efficient shape also makes SpearFish good to row, and an ideal candidate for smooth - near-silent, and pollution-free - electric propulsion.

They are highly practical boats, and great fun to use: owners love them! And when it's time to go home they roll up to fit in your car boot, so there's no hassle with trailers or roof racks.

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- **Rated to carry 3 Adults** (or 2 & 2 children)
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- **Hull weight only 26kg** (55-lb)
- **Inflated length 4.5m** (15ft), **beam 1.1m** (3ft 8")
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Seago e-Power Folding Bike

Seago, a company known for producing affordable, top quality, electric folding bikes, launched its latest edition in the e-Power folding bike range earlier this year. Based on the previous version, the new 2018 e-power folding bike's features include a larger high-powered Samsung li-ion battery, front shock absorber and streamlined dolphin frame. Weighing in at just 22kg including battery, this super-smart bike that also folds down into a compact 88 x 35 x 69cm bag, could be the ideal practical vehicle for stashing away in a locker ready for the next marina supermarket dash. The max speed is 25km/h and the range, depending on conditions, is 60km.



- £699 including bag
- seagoyachting.co.uk

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ZKG watersports shoes

Launched for 2018, these popular ZKG modern, sneaker-style shoes have been designed to maximize airflow to keep feet 'fresh'. The quick-drying mesh inner and outer fabric, which contains an integrated stretchy neoprene upper that has larger perforations will help to promote maximum air flow and water drainage. The inner shoe has had an anti-bacterial treatment, which means that age-old problem of smelly feet, should be a thing of the past. Zhik have improved overall support of these snazzy new shoes with a slightly stiffer midsole and moulded heel cup. They are also lighter and claim to provide 'limpet-like grip', which makes them an ideal choice for active crews.

- £92
- zhik.com

Ultimate ears Wonderboom speaker

Available in a multitude of color combinations, this waterproof compact, Bluetooth speaker sounds great and is said to be one of the best on the market. It blasts 360-degree sound with excellent quality, courtesy of two active audio drivers and two passive radiators for deep lows. If you are feeling super-generous, you can buy two and pair them for an even bigger sonic experience. The Wonderboom can deliver up to 10 hours of wireless audio on a battery charge.

- £69
- amazon.co.uk



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ON TEST

Cleantogleam Marine Boat Wash

Cleantogleam Marine the UK based professional boat cleaning service has launched its tried and tested cleaning products to the market writes Sue Pelling. Using biodegradable plant extracts, this Marine Boat Wash claims to have been 'scientifically engineered to eliminate surface grime and salt build-up while remaining gentle on waxed and coated surfaces'. We put the Cleantogleam Concentrated Boat Wash to the test on an ageing Sandhopper that was in need of some serious TLC. After two years of sitting in a field, the hull of this 45-year-old boat was thick with moss, wasp nest, bird droppings, and debris.

VERDICT: The handy guide down the side of the 100ml bottle ensured I used the correct amount of Boat Wash as indicated but in a classic case of failing to read the simple instructions properly, I realised 100ml is enough to clean a 10m yacht! Tip: To avoid this bubble-inducing mistake, check the loa:quantity ratio before use because this boat wash is highly concentrated and you really don't need much for an effective wash.

Overall, it worked well on the extreme dirt-encrusted test boat and I was also delighted that even with just one wash, the gelcoat dried with a good, streak-free shine. The filthy white deck, which had moss growing along the teak rubbing strake, required a bit more elbow grease but that too came up sparkling clean.

Score: ★★★★★

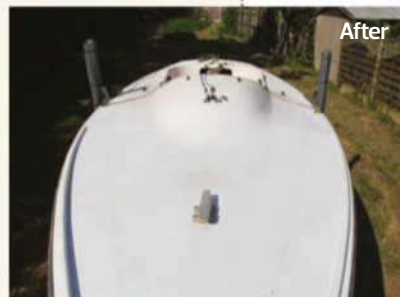
- Price £20 (litre bottle)
- cleantogleam.com



Choose Water bottle

A paper bottle that biodegrades in just a few hours when it hits water could help save our oceans. The Choose Water bottle, invented by 27-year-old dinghy sailor James Longcroft (founder of the company Choose Water) could help stem the millions of tons of plastic thrown in the sea every year. The outer case of bottle is made from 100% recycled sustainably sourced paper pulp, and the waterproof liner is made with equally sustainable and responsibly sourced materials. How effective a paper bottle will be in a wet or damp environment on a sailing boat is yet to be discovered but in general it is a great idea and will doubtless become a universal success once it hits the market. The company claims the bottle will "degrade within months in the ocean or in landfill and can be recycled. So no matter where it ends up, it won't do any damage." A crowd funding initiative to help the development of this project has been set up and has already far exceeded the initial £25,000 target.

- Price tbc
- indiegogo.com/projects/choose-water-s-plastic-less-bottle-water#



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SHORTLIST

POLARISED SUNGLASSES



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Maui Jim Barrier Reef

Famous for their frameless sunnies, Maui Jim also does a good wrap-around for use on the water. Super-thin glass lenses offer top scratch resistance, with different finishes for low light or changing conditions.

- £195
- mauijim.com



Sunwise Greenwich

Designed in Britain, the Greenwich glasses float and have a hydrophobic coating that clears water from the lenses instantly.

- £50
- shop.sunwise.co.uk



Oakley Turbine

A wrap-around classic featuring Oakley's light O-Matter frames and Plutonite lenses.

- From £128
- Uk.oakley.com



Gill Tracer

These sunnies float, which is handy, and have thick frames and arms for wrap-around protection. Available with jazzy blue or orange contrast lenses.

- £50
- gillmarine.com



Rudy Project Zyon

Lateral shields protect from glare and spray, while the interchangeable lenses cover every look you could want. With adjustable temple and nose pieces.

- £94
- rudyproject.com



LIP Typhoon

With polarised lenses, a double Vortex vent system to counteract fogging and reduce heat, and 100% UV protection.

- £156
- lip-sunglasses.com



Bloc Pluto

Bloc does the standard wrap-around, but we like the lighter-framed Pluto in stainless steel/monel with polycarbonate lenses.

- £45
- Bloceyewear.com




Julbo Regatta

Purpose made for sailing and watersports in France, these glasses have strong category 3 open lenses and float. They also feature cool wood-effect arms.

- £105
- julbo.com




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BRUCE ROBERTS CLASSIC 45 | Magenta Sky

Partnership Yacht Brokers is in the unique position to being able to offer for sale this iconic 1989-built, seven-berth, seaworthy Bruce Roberts Classic 45.

Constructed of glassfibre, with laid teak decks and stylish wood finish down below, this fine bluewater cruiser has been well maintained, including a full recondition of the engine in 2010.

With her present owner she has completed a circumnavigation, Atlantic voyages including four times across the Bay of Biscay, and cruised Ireland and the west coast of Scotland extensively.

The current owner said the worst conditions he experienced was winds of around 47 knots combined with

confused five metre waves but reports she was: 'very comfortable.'

Among the quality equipment onboard, Magenta Sky has an Eberspacher heating system, a 2.05 m 1 Diesel engine, an 80 litre holding tank, bow thruster, two heads and an Aerogen 4 wind generator plus a huge range of navigation instruments. She also has, included in the price, an Ocean Safety six-man liferaft (in date).

Her sail wardrobe includes a 2005 Crusader Mainsail and Easy stack, Yankee (2012) Mouse Sails, Staysail (2012) Mouse Sails and a Cruising chute (2016) Jeckells.

She has just undergone a full survey and is now lying in Port Dinorwic, Gwynedd, North Wales ready to set sail.

● partnershiptyachtbrokers.co.uk

LOA: 44ft 6in (13.6m)

Beam: 12ft 8in (3.9m)

Draught: 6ft 8in (2.1m)

Year built: 1989

Berths: 7

craftinsure quote: £577



BOWMAN 45 | Jan Plezier

Jan Plezier is a fin-keel, cutter-rigged sloop, built for comfortable cruising around the coastline of Britain or across oceans. She has already sailed around the world and proved to be an incredibly capable yacht in doing so. Her owners having fulfilled their desire to sail far and wide, and are now planning land-based adventures so are letting her go to continue sailing adventures with her new owners.

There's plenty of space on deck, with ample seating in the cockpit, and a bimini to keep you shaded in the sunshine and dry in the rain.

She sleeps four across two cabins with the option for an additional four berths in the saloon. The saloon itself is spacious, with a large dining area and L-shaped galley to keep the crew well fed. There's also plenty of stowage, so you'll be able to keep the decks clean and uncluttered when you're underway.

Bowman always had a fantastic name for turning out high quality blue water cruisers and Jan Plezier certainly fits the bill perfectly. An inspection of her lines will also illustrate what a sea kindly vessel this is. She has been very well maintained and updates made to equipment where required. She is lying in the Canaries and VAT has been paid.

● red-ensign.com

LOA: 44ft 9in (13.7m)

Beam: 12ft 7in (3.9m)

Draught: 5ft 9in (1.8m)

Year built: 1997

Berths: 4-8

craftinsure quote: £757



HANSE 575 | Luna

Luna is a very highly specified Hanse 575, commissioned specifically for Blue Water cruising and with an inventory level to suit just that.

After a few months finding her feet around the Mediterranean, she crossed the Atlantic with the ARC in 2017 and enjoyed a bit of Caribbean Island hopping before being shipped back to Hamble for sale.

The Hanse 575 has been a remarkable success story for the German giant and there are a number of good reasons for this. Fantastic build quality, easy to handle and fast enough to eat up the miles, it is easy to see why the 575 has been so popular.

This is a 2016 model so, aside from being given a thorough run in with an Atlantic crossing, she's still bang up to date and just waiting for you to slip the mooring lines and head off on a new adventure.

Given that she was originally purchased and fitted out with blue water cruising in mind, it's no surprise that she has everything required for serious long range sailing. There's everything here from an extensive electronics package, generator, air conditioning, water maker and sail inventory she is ready to go on her next adventure. VAT has been paid.

● michaelschmidt.co.uk

LOA: 56ft 43in (17.2m)

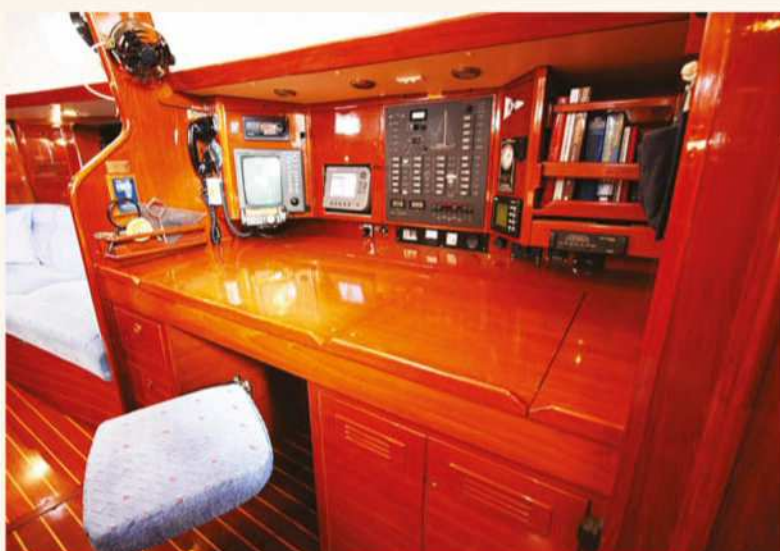
Beam: 17ft 1in (5.2m)

Draught: 9ft 3in (2.85m)

Year built: 2016

Berths: 9

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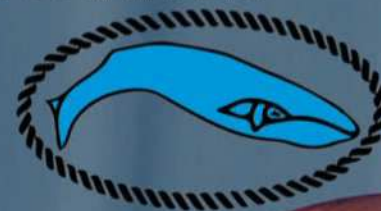
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Adrift

The number of Hollywood Blockbusters about yachting can be comfortably counted on one hand. *Dead Calm* with Sam Neill and Nicole Kidman was a bit of a hit back in 1989. Perhaps one of the big problems is that yacht cruising over long distance is a mixture of aching tedium, slight unease, genuine fear and stolen moments of beauty, reflection and transcendent joy. It's tricky to convey in film format. *Adrift* is the latest to have a stab at the genre and is based on a true story from 1983. Dashingly handsome Hugh Grant – esque Richard (Sam Claflin) is a lone sailor who meets elfin free spirit Tami (Shailene Woodley) in Tahiti. The couple fall in love and all goes well until they meet a retired couple who offer them a huge sum of money to deliver their yacht to San Diego. Predictably, they run into a spot of bad weather and things degenerate from there.

So is it worth watching? It's not half bad to be honest. I was braced for utter tedium and loaded up on beer to help. To be honest the film chimed quite a bit with me. The shoreside stuff captured the uneasy sweaty bubble of yachting watering holes in the tropics and the romance between Claflin and Woodley has a certain tenderness without being cheesy. Once things get gritty I got a touch restless but ultimately there was an impressive twist. Ultimately the conclusion to this film is surprisingly delicate, tender and poignant: loss screws you up and there is no easy fix.

- Out 29 June Certificate PG-13

Reeds Splicing Handbook

I hate splicing. I mean I really loathe it. It takes me back to being aged five and not being able to complete a jigsaw. Or being 21 and being told for the fourth time that I had failed my driving test. I simply cannot splice. I'd love to tell you that this small but perfectly formed and nicely illustrated book had helped but it would be a patent lie. Nothing can ever help me on this one. Anyway, that's not to say it won't help you. It all seems very logically laid out so it should work. It doesn't for me but that says far more about me than the book.

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TIME OUT

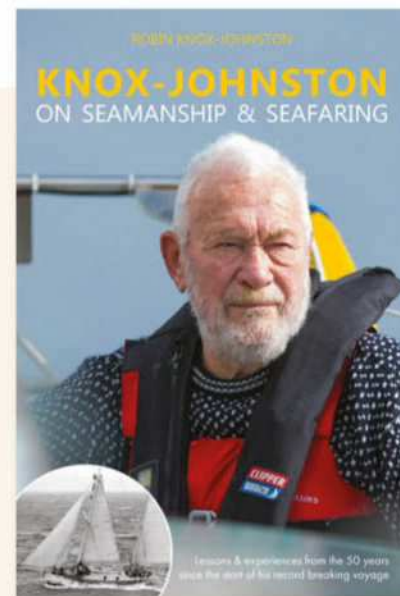
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Knox-Johnston on seamanship and seafaring

Ah, Sir Robin Knox-Johnston sailing legend™. Not only was he the first person to sail around the world and discover Australia but he is also one of the few people to successfully make a decent living out of sailing. And good for him I say. Turn to p34 of this magazine for a couple of examples of why he deserves canonisation. Anyway, along with Lord Coe, Sally Gunnell and Sting he's one of those great British institutions that make you proud to be a citizen of this fair isle. Fine. But is his new book any cop?

Well, it's alright. What it is, is a collation of the columns he has written for *Yachting World* magazine. As such, they are well crafted and highly authoritative but I'd give it a miss if you are a subscriber to *Yachting World*. Which, in the interests of retaining my current role, I can assure you I am not.

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Dispatches

NANNY CAY | PAPAGENO



As soon as I step off the plane, the heat hits my face in a blinding wave...

I'm fresh from Europe, ready to start a new adventure. Because, you see, we've bought a boat in the Caribbean.

Sounds crazy? Yeah, we're not your average boat buyers.

The destruction of Irma passes us as we drive through the land of Tortola. I don't think I've actually seen real devastation. And although it's been nearly a year since she hit, the land is still scarred by the storm that devastated people's homes and lives.

Despite the sadness, Tortola is now a place of new beginnings. Our beginning. The skies open up briefly in a shower of warm rain as we jump out the taxi, and into Nanny Cay Marina. Despite the turmoil, they've managed to scrape together a working and operating yard and marina.

I don't feel the exhaustion of a 26 hour flight from Paris. I don't care about the heat. I don't care about the thirst clawing at the back of the throat. My feet are flying over the parched grass as we run to our boat. Our new home. Papageno.

If you were to ask me where is my favourite place in the world right now? It's here, with her, on this island.

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