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JULY 2018

MONTHLY

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TO SAIL THE WORLD**

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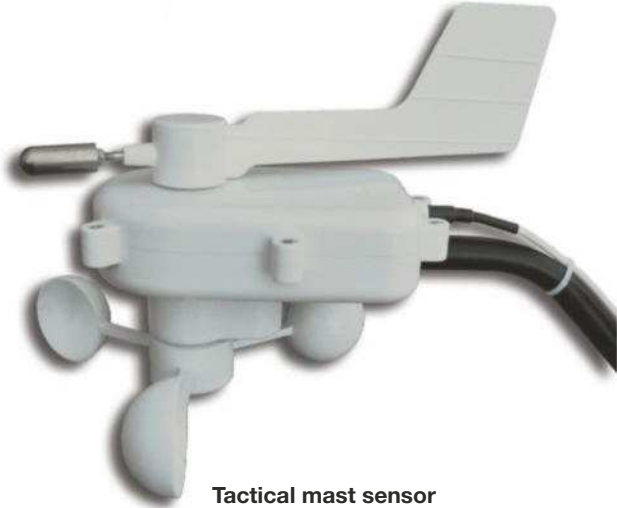
*Surviving a gale
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SAILING SKILLS

EXPERT TIPS AND KNOW-HOW



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CRUISING

PRACTICAL ADVICE AND REAL-LIFE SAILING STORIES



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GEAR & BOATS

USEFUL KIT, NEW AND USED YACHTS



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80 FIND ME A... £45K yacht to sail around the world. We go in search of four boats for a global adventure on a budget

68 NEW GEAR Fenders, chargers and radars, plus more new kit on the market

A MEASURE OF SUCCESS

How do you know when you've had a good week on the water? Tanned limbs rather than windburned cheeks, miles of wake trailing astern, or a zen-like feeling of calm from watching the sun sink over a quiet anchorage, taking the hubbub of life with it?

I have a new measure for successful sailing: after a week afloat, my technology disowned me. Handling canvas and rope in a bracing April breeze toughened my office-soft hands and rubbed my fingertips smooth. The biometric umbilical cord cut, I couldn't make the touchscreen work for days. I might only have been on the Norfolk Broads rather than the open sea, but it did my soul a world of good to be out under those wide, cloud-painted skies. Moreover, it was a novelty to be on a gaff-rigger with a boom that was longer than the width of the river I was sailing down.

Sailors have always found themselves at the junction of nature and technology. Classic boats on centuries-old trade routes continue to work their magic on the imagination and on the characters of those who sail them, as one group of teenagers found on an Atlantic circuit in *Jolie Brise* (p22). At the other end of the spectrum, a new breed of digital nomads are earning a living while cruising far and wide (p52).

Whichever philosophy you prefer, the sensation of harnessing the wind to reach your destination is still at the heart of why we love sailing. At least, it is for me. It might be tempting to hoist the rags and sit back, but you could be getting a lot more out of your boat. For very little effort, you could make life comfier on board, more enjoyable for your crew and that extra speed might just get you there for closing time (p38).

Theo

Theo Stocker
Yachting Monthly Editor



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OH, THE GLAMOUR! SEE PAGE 70

Most people assume that the life of a yachting journalist is a glamorous one. Occasionally, very occasionally, it is – perhaps a new boat test somewhere warm. Far more often, when we leave the keyboard, it's a blustery pontoon to which we head, and this is what we did this month. For your enlightenment, dear reader, we have been out testing coastal waterproofs, finding the ones that will really do the



job. I can't deny that chucking water over each other was a little fun, but we did so methodically and thoroughly. It wasn't particularly glamorous though.

NEWS

If you have a news story to share, contact News Editor Katy Stickland
Email Katy.Stickland@timeinc.com Tel 01252 555 166



Bavaria Yachts seeks new investors

In a surprise announcement, one of Europe's biggest boatbuilders, Bavaria Yachts, has announced it has gone into self-administration to help it secure new investment.

The German company is stressing that operations at its main factory at Giebelstadt will continue 'seamlessly over the next few months.'

Under German insolvency law, self-administration allows companies to restructure in insolvency proceedings under their own management. This means Bavaria's management team will remain in full operational control while it looks for new investors.

Bavaria's 600 workers are being kept updated and all wages between April and June 2018 will be paid under insolvency compensation.

The company's French subsidiary, Bavaria Catamarans SAS, formed after Bavaria bought Nautitech Catamarans in 2014, will not be affected.

'The delivery season is currently in full swing so that it will be possible to process a large order backlog over the coming months,' said Bavaria in a statement. 'The top priority is now to search for an investor.'

Chief executive officer Lutz Henkel, who joined in 2015, has already left. Under his management, Bavaria

introduced its new C-Line range, which includes the C57, C45, C50, and the C65 which was unveiled at Boot Düsseldorf earlier this year.

'In the current situation, we will continue to provide our customers with the customary high quality,' stressed Bavaria's chief operating officer Erik Appel.

'We have many years of experience building high-quality yachts and are industry leaders in technology in many areas,' he added.

In recent years, Bavaria introduced state-of-the-art vacuum-infusion technology that allows the modular building of interiors to meet individual customer requirements.

Bavaria's announcement has shocked many in the industry. Detlef Jens, editor of Bavaria's in-house publication *Bavaria Life*, said the firm had invested heavily in new models, both sail and power, and 'seemed to have a well-filled order book.'

He said it was too early to say what impact this could have on

Bavaria employs around 600 people in Germany

Germany's yachting industry, but the chances for recovery were hopefully 'good'.

'It would be a shame to let a company go down at this promising stage. I believe it is more a problem of financial dealings and of the past debts that came when founder Winfried Herrmann sold the company for a huge amount of money and which have had to be dragged through the accounts ever since – that effectively could have killed it. The core of the company is promising and valuable, so I do hope there will be a solution soon,' said Jens.

Bavaria Yachts, which recently celebrated its 40th anniversary, was sold to the private equity group Bain Capital in June 2007 for around €1.1 billion. American investment firms Oaktree Capital and Anchorage Capital Group then became creditors post financial crisis in 2008.

As part of the restructuring, they waived the majority of their loans and became majority shareholders, investing 'significant resource'.

'Unfortunately, Bavaria Yachtbau was unable to recover operational profitability,' said a spokesman for Oaktree Capital and Anchorage Capital Group.



The C45 is part of the new C-Line range

PRIVILEGE CATS

Inspiration Marine Group is now the UK and Ireland agent for Privilege Catamarans after the boatbuilder's acquisition by Hanse.

**RACING VETERANS**

The injured veterans sailing charity Turn to Starboard has launched a new racing division, with offices at Gosport's Haslar Marina.

**NEW PONTOON FOR MILLBAY**

Plymouth's King Point Marina has a new wavebreak pontoon across the entrance lock to provide extra protection in floods and storms.



No red diesel fines in Belgium

Fines for UK-registered boats with red diesel in their tanks will continue to be suspended indefinitely in Belgium.

The Cruising Association (CA) received confirmation of the move from the Belgian Finance Office but stressed that 100% fuel duty must still be paid on all red diesel purchased before a trip to Belgium. Receipts proving payment must also be kept for Customs.

The Finance Office said: 'This removes any remaining uncertainty

for the members and other yachtsmen and women who wish to make the crossing from the east coast or channel ports to Belgium. This status quo to the agreement will not change, without warning, on behalf of the boating community in the UK,' concluded the notice.

Last year, the CA urged cruisers to boycott the country after an English sailor was fined €500 for having traces of red diesel in the fuel tank of his Hunter Channel 31.



UK boaters can now cruise Belgium without fear of red diesel fines

MJ Perris / Alamy

NEWS IN NUMBERS

14

The World ARC 2017-18 has concluded in St Lucia, with 14 yachts crossing the finish line at Rodney Bay.

50

Brian Saunders, foreman at Jeckells the Sailmakers, has celebrated his 50th year with the Wroxham-based family firm.

100

A 100-berth marina could be built at Stornoway Harbour under plans by the Stornoway Port Authority to meet the demands of Scotland's growing marine tourism market.

There's an app for that

A new free sailing app has been launched which promises to have the latest information about marinas and anchorages worldwide. Moorspots encourages cruisers to submit their own reviews of places to moor and anchor.

Rule review after *Cheeki Rafiki* verdict

The Maritime and Coastguard Agency (MCA) is to look at its maritime guidance notice for commercial vessels MGN 280, after Douglas Innes, whose company Stormforce Coaching managed the yacht *Cheeki Rafiki*, was found not guilty of manslaughter.

Four men died when the Beneteau 40.7 lost her keel in 2014. Innes was convicted in 2017 of failing to ensure *Cheeki Rafiki* was operated in a safe manner but the jury failed to reach a verdict on manslaughter charges.

Douglas Innes has been found not guilty of manslaughter by gross negligence



In delivering its not guilty verdict at the retrial, the jury said it was 'deeply concerned' about MGN 280, which applies to small commercial vessels like charter yachts, and recommended it be reviewed and tightened.

Judge Mr Justice Teare said the technical requirements for equipment and machinery in a vessel did have legal standing, although other aspects of a general nature did not, and should be considered best practice.

Throughout the trial there had been conflicting evidence about whether coding authorities should be notified in the event of grounding. The court heard *Cheeki Rafiki* grounded twice in 2013. Neither incident was reported.

Section 27.7.3 of MGN 280 states the authority should be notified 'in cases where the vessel suffers major damage' or 'minor damage detrimental to the safety of the vessel'.

Head of the MCA Sir Alan Massey said it would look at the jury's recommendations on MGN 280 and would 'review or [...] amend the terms of that guidance notice' if needed.

Andrew Matthews / PA

Fountaine-Pajot and Dufour merge

French catamaran builder Fountaine-Pajot and Dufour Yachts are putting final touches to merger plans. The two firms, both based in La Rochelle, have reached an agreement, although staff are being consulted before the decision is finalised. Fountaine-Pajot will take a majority stake in Dufour

Yachts, though the companies will remain separate. The merger aims to open up new markets for the brands. Fountaine-Pajot, which has launched its new flagship Astréa 42, has a strong presence in the Americas while Dufour, which has unveiled its new 390 Grand Large, is well established in Europe.



Dufour will be run as a separate entity

Yacht ownership increasing

BELOW: Itchenor Sailing Club rents out boats to encourage sailing

RIGHT: Cruising is still popular

More households in the UK now own a yacht, although an increasing number of cruisers are choosing to keep their boats abroad according to a new survey.

The Watersports Participation Survey 2017, which is produced annually for a consortium of marine bodies including the RNLI, RYA and British Marine, shows overall

sailing yacht ownership increased by 16% between 2012 and 2014, and 2015 and 2017. Just over 10% of these yachts were kept outside of the UK in 2015-2017, compared with less than 5% between 2012 and 2014.

paddle boarding is growing with an increase of 1.3% and 1.6% respectively between 2007 and 2017.

The RYA's regional development office manager Guy Malpas said it was important that watersports remained accessible to people as their lifestyles changed, and the growth in canoeing and stand-up paddle boarding was positive as it allowed exposure to other boating activities.

He also said that identifying that the traditional route into sailing didn't work for everyone was crucial, especially for attracting younger people to watersports.

Many clubs are embracing new ways to attract new sailors and keep them sailing, such as offering boats to rent or organising cruising activities.

Malpas said so-called 'pay-and-play' opportunities, allowing people to dip in and out of sailing, also encouraged people to get out on the water, as well as RYA initiatives such as May's Push the Boat Out.

The survey also looked at boaters' attitudes to safety, revealing that 57% of yacht cruisers wore a lifejacket or buoyancy aid continually while sailing. More than a quarter of yacht cruisers failed to check the weather forecast before heading out, with just 63% checking tide tables and 56% checking the boat's seaworthiness.

Jon Oxenham from the RNLI Community Safety Team said its own survey on Personal Flotation Device (PFD) use showed a steady increase since 2014.

He added that it would continue to work with the likes of the Royal Yachting Association and the UK Coastguard to 'encourage better and safer behaviours.'



Fewer households own small sailing boats, such as dinghies and open keel boats, with a 20% drop between 2012 and 2014, and 2015 and 2017.

The survey of 12,000 people also revealed that overall, 3.69 million adults took part in one of 12 core boating activities last year, ranging from yacht cruising to canoeing.

In 2017, 83,000 more people went yacht cruising compared to 2016. Long term, cruising remains consistent, with overall participations remaining stable in the decade between 2007 and 2017.

Cruisers are also choosing to sail abroad more, with a 2.6% increase in those sailing overseas in 2017 compared to 2016. Cruising in UK waters fell by 2.3%.

Small sailboat activities have declined both in the short and long term, but canoeing and stand-up



Graham Snook

Volvo eyes up IMOCA 60s for its Ocean Race

The 14th Volvo Ocean Race (VOR) may be raced in IMOCA 60s, boats more often associated with the single-handed Vendée Globe Race. The VOR is currently sailed in purpose-built, one-design 65ft yachts by crews of up to 11 men and women.

The move comes after Volvo shelved plans last year to radically change the 2019-2020 race, which resulted in the shock departure of former CEO Mark Turner.

A major part of Volvo's new vision had been a 60ft foil-assisted one-

design ocean-racing monohull, and 'flying' catamarans for in-port races.

Now it appears that Volvo is looking to IMOCA, after the association's skippers voted overwhelmingly in favour of the possible addition of the VOR to the IMOCA race calendar.

The president of the IMOCA class Antoine Mermod said discussions would continue between the two parties so 'the basic concept can be drawn up for this partnership. The skippers really want to move in that direction and we are ready.'

IMOCA 60s like Hugo Boss could feature in the 14th edition of the Volvo Ocean Race



Mark Lloyd

SIBLINGS WIN YJA AWARD

Monique Vennis-Ozanne, 15, and her 13-year-old brother Ollie won the Yachting Journalists' Association's Blogger of the Year competition for their video of the 2017 Ovington Junior Inland Sailing Championship.

HELPING HAND FROM NCI

The National Coastwatch Institution stations at Froward Point, Prawle Point and Rame Head have produced a 'station summary' card giving details of all the services they offer. www.nci-frowardpoint.org.uk.

NEW AMERICA'S CUP BACKER

Sir Ben Ainslie will challenge for the 36th America's Cup as part of INEOS Team GB following a £110 million sponsorship deal with the chemical firm

Countdown to the Golden Globe Race

The 19 Golden Globe Race skippers are making their final preparations, just weeks before the start of the race on 1 July.

The three British entrants – Susie Goodall, Ertan Beskardes and Robin Davie – are all in varying degrees of readiness.

After relaunching her Rustler 36, Goodall has now completed her 10-mile jury rig test during a passage to Plymouth where a new Selden mast was stepped before she set sail for Southampton for final preparations.

Beskardes is heading from Vigo in Spain to Falmouth, where a new set of sails will be fitted to his Rustler 36 following his shakedown sail from Sardinia.

Meanwhile, Robin Davie has just launched his Rustler 36 and will be spending the next few weeks test sailing out in the Bay of Biscay. He

has been excused making the jury rig test, having sailed more than 2,000 miles under jury rig during the 1994 BOC Challenge.

All the competitors will be making their way to Falmouth for the Suhaili Parade of Sail on 14 June before

heading to Les Sables d'Olonne for the start.

They must complete their jury rig trials and meet the minimum 8,000-mile general sailing and 2,000-mile solo qualifications before they start the race.

Susie Goodall is making final preparations in Southampton



Major redevelopment for Haslar Marina

Haslar could be getting 50 new deep-water berths



Plans are underway to extend Haslar Marina in Gosport.

The redevelopment, which is currently going through the planning process, will include 50 new deep-water berths for larger yachts and new wavebreak pontoons to provide more sheltered berthing.

The proposal also includes a new team base for Alex Thomson Racing, a new clubhouse and a powerboat centre, with an upgraded public slipway and a specialist repair and service centre.

Marina owners Dean & Reddyhoff



said the plans are in response to customer

demand and the shift in boating habits towards bigger yachts and powerboats.

The redevelopment is expected to create 50 new on-site jobs.



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THIS MONTH'S BIG QUESTION

Send us your questions in less than 200 words by email yachtingmonthly@timeinc.com or by post Yachting Monthly, Time Inc. (UK) Ltd, Pinehurst 2, Pinehurst Road, Farnborough Business Park, Farnborough, Hampshire GU14 7BF

WIN

The question of the month wins a bottle of Chilgrove Gin (UK residents only). This super-premium gin, handcrafted by keen sailors in the Sussex Downs, blends the finest botanicals with a neutral grape spirit.

www.chilgrovespirits.com



How can I join two pieces of anchor chain?

Q We have an Arcona 400 which we keep at Plymouth yacht haven. We bought her because she is well built, a delight to sail, is reasonably quick and can accommodate our daughters and their young families. We mainly cruise locally with the occasional racing event for charity. We plan a cruise to south Brittany this summer. I have 45m of 8mm anchor chain, hardly sufficient for anchoring my boat in a range of wind and tide conditions. I have a further 30m of 8mm chain sitting in my garage, but is there any safe way of joining the two together? Will this joint pass through the anchor winch? **Alastair Paramore**

A **Vyv Cox, a chartered engineer specialising in metallurgy, replies:**
The only fastener that will join two lengths of chain and subsequently pass through a windlass is a C-link. Two C-shaped half links are riveted together to form a single link that can be stronger than the chain, but not in all cases. Sold in many chandleries, the C-links are either cheaply made from mild steel or somewhat more expensively from stainless steel. Neither of these is likely to be as strong as Grade 30 chain but in most cases will be adequate for occasional anchoring. Industrial links sold for use in lifting and hoisting are made from heat-treated alloy steel that when made up, is at least as strong as Grade 40 chain. The most widely



available in the UK are those made by Crosby, marketed as the Missing Link. Alloy steel C-links require heavy hammering to make up the rivets, unlike the other types that are relatively soft and therefore easy. In service, both steel types will corrode faster than the chain to which they're connected. Painting and regular inspection

are recommended to extend their life. Stainless-steel types are far less prone to corrosion and this property may be considered more important than their lower ultimate strength. Industrial suppliers will not normally supply C-links in small numbers. One good source of single items by mail order is Tecni-Lift (www.tecni-lift.co.uk).

SCUTTLEBUTT

ARE ELECTRONIC LOGBOOKS ACCEPTABLE?

'Completely illegal I'm afraid. It has to be on parchment and in copperplate script. Anything less is totally unacceptable.' **lpdsn**

'What's a logbook?' **Trop Cher**

ARCONA BOUGHT BY NAJAD

'Arcona make some fantastic and very desirable boats. Let's hope this works out positively for both brands (which is the intention at least, according to the announcement).' **dunedin**

'Just have to make a product that people want to buy.' **Tempress**

WELL DONE MUSTO

'I returned my five-year-old MPX jacket to Musto for repair as the Velcro had parted on the storm flap that covers the zip. It was returned tidily repaired with a note that there'd been no charge.' **bitbaltic**

'Have previously had similar fantastic service from Musto and as a result, have been a loyal customer for about 25 years.' **libertyman**

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LETTERS

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The Maritime and Coastguard Agency is working on improving PLB registration



LETTER OF THE MONTH

MCA needs to get up to speed

The Maritime and Coastguard Agency (MCA) rightly calls for emergency position indication radio beacons (EPRIBs) to be registered. In your news article 'MCA urges EPRIB registration despite delays' (YM, May 2018), the MCA was quoted as urging people to keep their EPRIB registration up to date.

I take my personal locator beacon (PLB) on every trip. It does appear, though, that the system can't keep up

with the changes. The solution is simple: the MCA needs to develop a web self-service portal, whereby sailors and boat owners can update their details easily and remove all the delays. This will also remove dull admin work from the staff who can then spend their time on more interesting work.

The web development will soon pay for itself. Helicopters cost a lot to run and the RNLI's funds should be spent wisely.

Having such a portal will ensure wasteful shouts are avoided.

We've been self-serving our bank accounts for years. It's time the MCA caught up with the times. **Richard Hammons**

Katy Stickland replies: The MCA is working on just such a solution. It informed YM that its IT branch is working to improve its system to allow customers to directly input and update their own records online.

WIN

The letter of the month wins a bottle of Pusser's Rum, produced to Admiralty specification and served daily to every sailor in the Royal Navy for more than 300 years (UK residents only) www.pussers.com



A wee tip

Several years ago, my partner Bill and I were made aware of a study of men drowned in a Scandinavian harbour, a large proportion of whom had their zips undone.

Among Bill's obsessions were scientific method and the necessity of accurate facts and statistics to back them up: he has nothing to do with woolly phrases like 'studies have shown' and 'scientists believe'. So recently, I spent an interesting afternoon trawling the web for a survey of 'Men drowned with their zips undone' and found no trace of whatever study had fascinated us. So the above paragraph remains, regrettably, merely anecdotal.

What I did find was a 2013 study by Karlstad University in Sweden, which considered 4,000 cases of drowning between 1997 and 2011 and found that men accounted for 80% of fatalities. 'It was surprising that there were so many, many more men. It raises many questions,' said Johanna Gustavsson, lecturer in risk management at Karlstad University and one of the study authors. According to the study, every second male drowning victim had alcohol in his body, rising to 65% among those in the 45-64 age group.

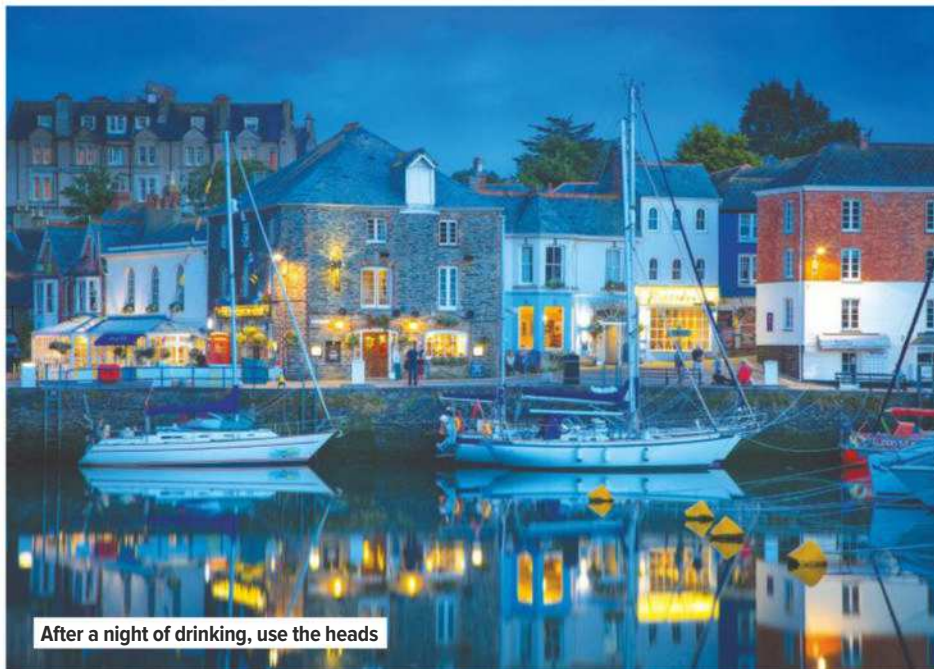
These figures are confirmed in the UK by the Royal Life Saving National Drowning Report 2015 which stated: 'This year's figure of 271 drowning deaths is an increase of five on the 266 drowning deaths recorded in 2013/14. Sex and age group: 80% of all drowning deaths were male.' No mention was made of alcohol, still fewer undone zips.

I have observed sailors weaving back to their boats after an evening's merrymaking all my life, on foot or by dinghy. We've all done it. It came close to home when a few years ago, a lifelong friend and his companion went back to their boat after a boozey evening in the yacht club – one of them fell in, the other tried to save him, both drowned.

Ladies – as you return to your boat after a happy evening in the pub or tavern, do not let your bloke 'check the anchor' or whatever your preferred euphemism is. Make him go below and pee ladylike, which could save him a tumble as well as death by drowning. Anyone finding my concern exaggerated



A young YM reader



After a night of drinking, use the heads

should look up vagal inhibition, which I haven't the space to go into, but deals (among other things) with fainting while urinating standing up. It happened to my son in his upstairs loo. After several hours of observation in A&E, he returned safe and unharmed apart from a bruise or two – at least he didn't drown. **Laurel Cooper**

Beat the Dutch

I've just sailed to and from Stellendam on the Haringvliet, Netherlands and was boarded by Dutch Customs & Immigration a few miles off the coast. They were very pleasant and polite and confirmed that red diesel in the tank was no problem as long as I had the receipts, which I duly showed them. They were unable to comment officially on the Belgian attitude – I suspect they were simply bored stiff. In a week's sail from Tollesbury to Holland and back (admittedly in mid January), I saw not one other yacht on the move. **Alan Wilson**

Starting them early

Keen sailor and regular *Yachting Monthly* reader Chris Lowe is certainly putting his son Tom on the right path by introducing him to Britain's best sailing magazine at a young age. The six-month-old will experience life at sea on board a Jeanneau Sun Fast 32i when the family sail to the Isle of Wight later this season.



Do you recognise this boat?

Have you seen this yacht?

Can any *Yachting Monthly* readers shed light on the identity of this yacht [see picture above]? The photograph was on display at the Residential Education Centre in Ferryside near Carmarthen in Wales, but no one local seems to know its origin. Please contact *YM* or dsplusds@gmail.com if you have the answer. **Dave Smith**

Food for thought

In Graham Snook's article 'A Long Weekend: The River Fal' (*YM*, May 2018), under the notes on Mylor Yacht Harbour he states that 'The Mylor Yacht Club cafe and Castaways serve food daily.'

By way of clarification, the two eateries in the harbour are Castaways and Cafe Mylor, but Mylor Yacht Club also extends a warm welcome to visiting sailors. Details of opening times and further information can be found on the yacht club website, www.myloryachtclub.org.uk, or you can give the club manager Mark a ring on 01326 374391. **John Bray**



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More coordination for better protection

I enjoyed Dick Durham's article 'Dad's Army to patrol our coastline' (YM, April 2018) about the policing of our ports and coastline. He makes a good point, but this is a huge problem. To do the job properly in Hong Kong, it took five Royal Navy (RN) patrol craft, a unit of Royal Marines using RIBs, about six large police launches plus all the usual customs officers, waterfront police and harbour officials, plus occasional sorties by RAF helicopters. Including command and control and support staff, it was probably getting on for about 1,000 people: all this to cover an area about the same size perimeter as that of London. To provide a similar service for the whole of the UK coast

and every port would take a massive effort involving tens of thousands of people, which would be unaffordable and unsustainable.

The RN seems presently unable to recruit enough people for it's current roles but it is, however, midway through rolling out a class of 12 patrol craft. Other vessels also assist with certain patrol tasks. Part of the problem is that the Navy, Coastguard, Police, Harbour Authorities, Border Force and Customs have separate roles and aims. They need to be coordinated under one central command setup and tasked, jointly, to prevent smuggling, terrorism, illegal immigration and other crime. Dick's 'Dad's Army' will have to be included in that. **Geoff Goodwin**

Geoff believes UK waters could be better protected through one central command



Central / Alamy

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LIBBY
PURVES

Big Brother is watching you

Between hard news and paranoid fantasy, we've all become aware this year just how much of our data big tech companies have on file. They are gently, politely sucking out facts about our travels, finances, personal tastes and connections through our phones, laptops, tablets and watches.

Some people even keep a cylindrical surveillance machine in their house, supervising everything from TV and internet shopping to lights-out time. Not so much Big Brother as nosy little sister. Its creators actually applied for a patent enabling said device to eavesdrop uninvited on conversations without being called for (a bit like a nosy parlourmaid, ear pressed to the keyhole).

This means that 'she' could pick up hints on what to try and sell you next. Or, in some dystopian near future, diagnose you as an undecided voter and send you persuasive political messages from a creepy committee in Cambridge.

They say they won't do these new bad things – perish the thought. But the future rolls ever more rapidly towards us, and some people's devices have reportedly started giving chuckling, sinister laughs. Well, they might: several people I know admit to sleeping with their iPhone under the pillow because it's 'in charge' of monitoring whether they have a good night's sleep or not. That thing is probably listening to you breathing, assessing your snores and drawing dark conclusions to pass on to your health insurer...

But what has this to do with yachting, you cry? Aha. It may have been a cheese-fuelled dream the other night, but I woke up convinced that we, the proud free sons of the waves, were definitely up next. Who is more of

a patsy for new technology than the modern yachtie? Who is it who succumbs, despite costs rising year after year, to little boxes containing everything technology can invent, moving from basic echo sounder and RDF, to Decca, then to GPS and AIS? Who was it who greeted with excitement the refinements which saw plotter and sounder and compass and autohelm and engine and batteries talking freely to one another, and to an app on the skipper's phone? Who squeaks around boat shows in deck shoes with a credit card and a happy daze, throwing their heart over the windmill for every new gizmo?

Us, that's who. Proud boat owners, lovingly lavishing new kit on the beloved craft. Already your plotter knows

where you've been, which may have already led to a few fraught marital conversations: 'Darling, this line here – in what sense was Deauville "on the way home" from the club rally to Port Solent? Are you *sure* you were stuck for three days on a mudbank in Beaulieu?'

There are now enough voice-activated nav apps for cars to make it likely that it won't be long before boats get them, and Vice Commodore Pugwash of the Royal Mud Lump YC is able to snap, 'Waypoint East Bramble' or '352° magnetic!' without putting down his gin.

If an appliance can hear commands, it can also listen. As AI becomes ever more sensitive, it might also draw conclusions, and act upon them – bleep, flicker, flash and it's diverted the boat smartly away from a destination it knows to be a dangerously boozy weekend with the lads. Which, moreover, also carries – *bleep!* *checks the bank* – a risk of exceeding stated overdraft limit. Expect a grating voice from the future to say, in the tones of Nurse Ratched, 'Illegal Operation. Does not compute. Course adjusted, 360°, ETA Ramsgate 1800.' Well, it was just a nightmare. Or was it?

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PETE GOSS



The calm after the hurricane

Gentle wavelets chuckle under our RIB as she swings off the stern of *Pearl*, which in turn swings off a mooring in Soper's Hole, BVIs. It's quiet after our bumptious sail from Spanish Town, with 28 knots of wind up the chuff and a large swell from the north.

The Sir Francis Drake Channel lived up to its piratical name as tropical island after island slipped past, the odd one lost to a squally shower. Blonde Rocks, Dead Chest Island and Ginger Garden Point; it makes you wonder at the inspiration for their names. Charter yachts crisscross like butterflies blown in the wind, some motoring into big seas, others sailing with fluttering leaches. It makes me cringe when I think of the punishment to the sails, but I respect them for having a go.

As I bash away at my laptop, a cuppa by my side, a cockerel breaks the tranquility of our new location. It's perfect until you glance up, look beyond the immediate colourful impression and scope the shore in detail. As you scan the coast, a scene of utter devastation becomes apparent. I expected a building site perhaps, but this resonates with a war zone.

Walking ashore, I am staggered by the power of a category five hurricane. The locals insist it was a category eight, that the authorities couldn't measure beyond five. At every corner there is another incredible sight that intensifies the image. In Spanish Town, there is a large catamaran upside down on the side of the marina basin; it has a magnetic fascination that draws us to it. It's a sorry sight that stops you in awed contemplation, then one of the locals quietly tells us that it started off on the hard the other side of the complex. The scene that must have unfolded that night is now beyond my imagination.

Talking to people, they say how grateful they are that it came during daylight so they could see and react as

their world disappeared around them. Violently wrenched from happy homes and businesses torn to shredded matter by a storm that knew no bounds, they describe crouching behind walls trying to clear their ears as pressure waves assaulted their eardrums. One mother told how she had encouraged her distraught daughter to sip water, but not so much that she might have to go to the toilet, since that part of the house had disappeared.

A glazed expression slips into place as they recall the experience. For them, it is still real, a tangible presence. Many have lost everything and are living with friends or family as they rebuild their lives. Out of this darkness there is light though, and it is embodied in the quiet

dignified strength that radiates from everyone. There's hope and humour; they will not be cowed.

There is flotsam everywhere, potholes, running water, damaged buildings offering some semblance of shelter.

A container is now a shop, and we have to skirt a 40ft yacht to get to the cash machine.

It is chucking-out time at school and the kids capture the character of the community. They are immaculate in their uniforms; a huge smile precedes a confident 'Hello' as they look you in the eye with heads held high.

This is just a setback, albeit a huge one. They need help and will accept it, though as a hand up not a handout. For all the devastation we have witnessed, it is pictures of just after the storm that show how much they have done already. Make a donation if you want to help but also book a holiday, as this will bring business as well as recognition that they are valued and not forgotten.

As for us, we must move on to the Turks and Caicos Islands. There's a fair wind blowing and a fair wind must never be wasted. Tracey is sleeping below as I stand the first watch, the BVIs fading into the haze. We'll be back next year and fervently hope the next hurricane season will be kind to them. If it is, we look forward to a colourful and vibrant paradise with open arms to all who visit.

**Out of this darkness,
there is light in
dignified strength**

The Orvis Father's Day Gift Guide

If you're stuck for gift ideas for the man about the house and for Father's Day (June 17th), here are a few goodies from Orvis.co.uk to gladden a dad's heart. We've also got you an introductory discount! Use YMJN1518 to get 15% off orders (full-priced items) until 15th June at Orvis.co.uk, or by calling customer services from 8.30am-5pm, Monday-Friday, on 0333 400 4188.

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Supreme workmanship delivers this lightweight 100% cotton poplin shirt with chain stitch trim. The perfect garment for the stylish man, guaranteed to get a compliment. Orvis.co.uk - **£85**

DICK DURHAM



Is a beautiful boat's appeal universal?

Admiring the craftsmanship of a beautiful boat is one of my favourite pastimes. Whether it's a Contessa 32 or a Corribee, an America's Cup Class 12 Metre or an Albin Vega, a West Solent One Design or a Westerly Centaur, the love I have for these craft is unconditional, and shared by all those who have a place for sailing in their hearts.

The love of one's vessel goes back years, although not every vessel garners the same reaction from everyone. My grandfather, Richard Stephens Durham, was an apprentice in deepwater sail at the turn of last century. He made passages on a three-mast barque, the *Pass of Killiecrankie*, carrying coal from Wales to Chile and guano back, sailing the wrong way around Cape Horn. As an 85-year-old man, he told my 15-year-old ears how a fellow apprentice he was sharing the yardarm with, fell, hitting the side of the ship before falling into the sea – they were on the weather side.

'I can still hear his boots going "bong, bong, bong" down the side of the ship,' he told me.

So it was interesting for me recently to come across a book in a charity shop called *Cape Horn Breed*, published in 1956 and written by a retired sailor named William Jones, who had been engaged in the same trade as a youngster that my grandfather had experienced.

Jones was aboard a full-rigged ship, the steel-hulled British Isles, laden with Welsh coal, when in 1905, and bound for the west coast of South America, they had Cape Horn abeam 58 days out from Port Talbot. However, westerly gales kept them tacking to and fro between Antarctica and the Horn for a further 52 days.

In that time, they lost three seamen overboard and another from head injuries after a sea swept him into the scuppers. A fifth had a gangrenous leg amputated

and eight were incapacitated by frostbite. And yet, even after all that, this is what Jones wrote:

The big wind ships of the last days of sail were glorious creations of the skill of man, beautifully adapted in their era to the purpose for which they were designed. When they became obsolete and then extinct, something splendid vanished from the world, to become only a memory and eventually a legend, which seems, in a fully mechanised world, almost incredible.

My own experience of the bewitching qualities of beautiful craft came aboard the humble Thames barge – not exactly a Jane Fonda among ships, but

winsome nevertheless. *Cambria* was the last vessel to trade under sail alone, and I was mate in her for her final 14 months in commission.

We weren't popular in the London Docks as the stevedores had to rig out the ship's derricks

to load us because, thanks to her rig, we couldn't pass beneath freighter's mooring lines and lie between the ship and the wharf, enabling the more efficient dock cranes to discharge the cargo.

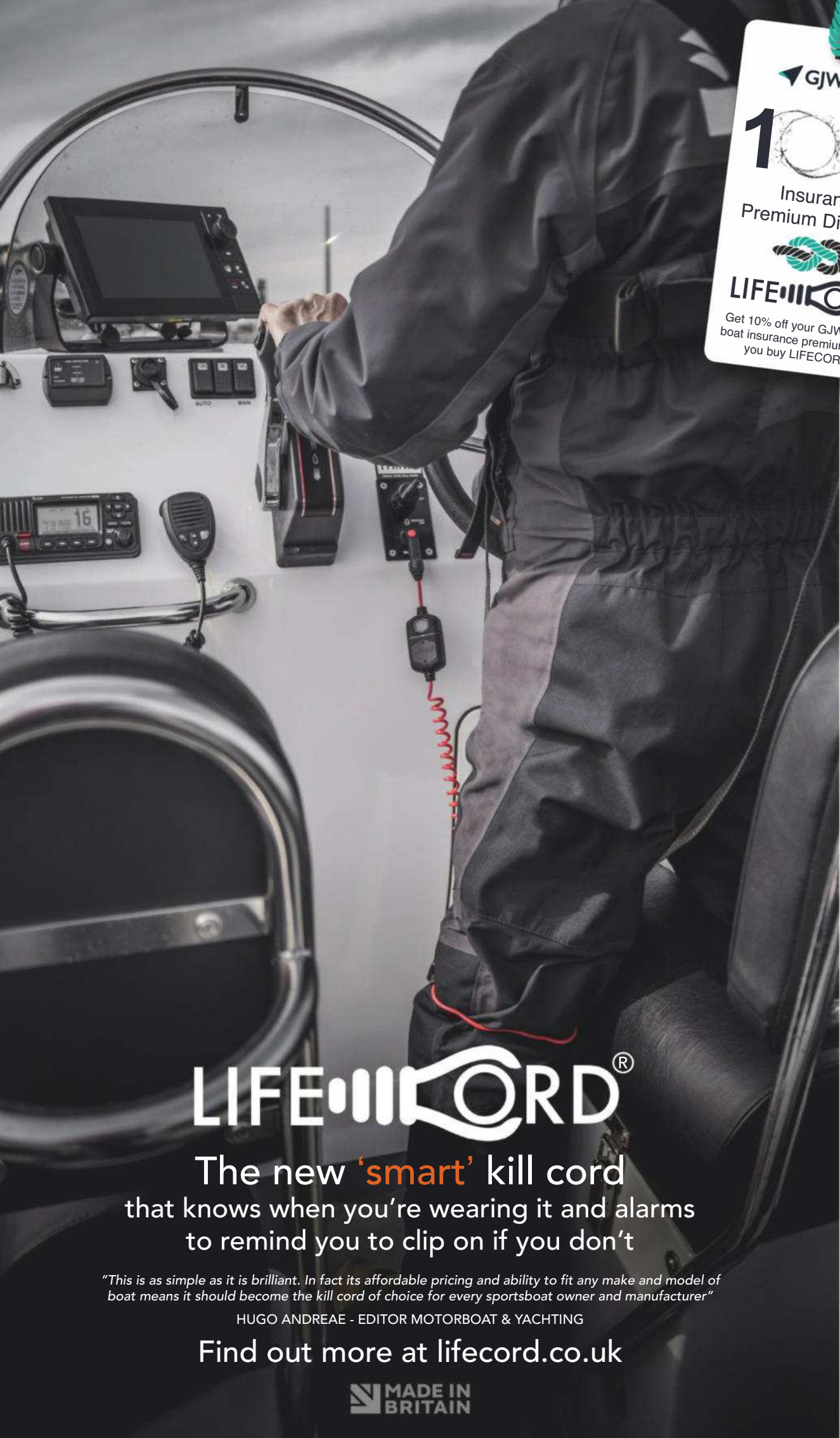
'What you come here to load, cannonballs?' and 'Where's Nelson, down the cabin?' were the sort of remarks made by the cheesed-off Cockney dockers when *Cambria* turned up instead of a motor barge. But on one occasion, the brickbats turned to beatitudes.

Cambria was loading from a German ship, the crew of which were watching the rigmarole of derrick discharge from the bridge, when one said to the other: 'If this is all England has, how come she won the war?'

At which, a docker dropped his freighthook, looked up and replied: 'If this is all we had then how come you lost it?'

While working barges and tall ships carrying coal might not appeal to all, beauty, it seems, is in the eye of the bemoaner.

Ships of the last days of sail were glorious creations



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ADVENTURE

A LEGEND SAILS THE ATLANTIC

For decades, Jolie Brise has been sailed and maintained by pupils from Dauntsey's School. Clare McComb finds out about their most recent passage – 10,000 miles across the Atlantic and back

Words Clare McComb



BELOW: Over the years, Dauntsey's students have sailed more than 200,000 miles on *Jolie Brise*

When *Jolie Brise* and the students of Dauntsey's School in landlocked Wiltshire go transatlantic, the planning

starts very early on, and for good reason.

The tall ship's long-time skipper Toby Marris knows only too well how different individual crossings can be. In 2009, during the last leg of the Tall Ships Atlantic Challenge, *Jolie Brise* lost her topmast in 55 knots of wind, mid-ocean.

They had broken the topmast before, in the Mediterranean, but that was in fairly placid waters; this North Atlantic storm was very different. Coming

down a large breaking wave touching 15 knots on the surf, the helm lost control, they gybed, the mainsail preventer pulled the deck fitting out and the boom whipped through the backstay, popping 40ft of topmast off. No one panicked, instructions were given – the Dauntsey's students got stuck in. That mess of rigging took nearly 14 hours to sort out, after which *Jolie Brise* continued her race, without the topmast.

For Toby, in 2009, the topmast was a situational problem, not a danger. He knows his ship. In the eight years since, technology has moved on massively. In 2009, he and mate Adam Seager worked with the computer screen in layers of cling film, trying to plot different routes with chinagraph over the GRIB files and weather information sent to them from Chris Tibbs, giving them different

It's an unforgettable experience for everyone, but for some it's transformational



scenarios on each layer. Now Adrena, PredictWind and the B&G plotter learn *Jolie Brise's* polars and crunch the algorithms. Choices and decisions are made with much more information. Through Iridium Go and Fleet broadband, they have global internet access, although some of it can cost an arm and a leg.

I caught up with Toby, as he made preparations ahead of the Rendez-Vous 2017 Tall Ships Regatta, racing from Europe to Canada and back as part of Canada's 150th anniversary celebrations.

They had taken delivery of a new wardrobe of sails from Mark Flew – all spanking new, as was the standing rigging. The lifejackets had been replaced, fitted with PLBs, state-of-the-art B&G electronics installed, everything set and ready for whatever the sea was going to throw at them.

Toby said he thought *Jolie Brise* looked 'as good now as the day she was launched,' and more than ready for the regatta. The ship previously raced across the Atlantic during the 2000 Tall Ships Race, and was the overall winner.

LEARNING ON THE JOB

The Rendez-Vous 2017 Tall Ships Regatta started in Greenwich and ended at Le Havre, with different legs between Sines in Portugal, Bermuda (where they saw the America's Cup teams on the water), Boston, the Gulf of St Lawrence ports, Quebec, Halifax and finally, back to Le Havre. *Jolie Brise* carried different crews for each leg, with no one sailing the whole odyssey. The opening race to Sines involved young people from Greenwich and Teignmouth, some of whom had minimal sailing experience. Other legs carried adults, some of them Dauntsey's parents, some long-term *Jolie Brise* crew, some just



Martin Gander

people who had applied to give it a go. Many crew members were self-funded; others were sponsored by different ports and organisations, including the Jolie Brise Wetherspoon's in Teignmouth.

Toby skippered the passage back from Nova Scotia to Le Havre with a crew made up entirely of current Dauntsey's students. One of the joys when working with *Jolie Brise* is watching how young people grow and develop over the experience. I can vouch for this myself, having visited when they finally berthed at Le Havre. If Toby spoke, everyone listened instantly and carefully, then carried out complex tasks with efficiency and calm. During downtime they were relaxed and friendly, joking with their skipper as

ABOVE: *Jolie Brise* can be chartered
BELOW LEFT: Lessons in basic seamanship
BELOW RIGHT: Engine repairs in La Havre





One of the joys when working with *Jolie Brise* is watching how young people grow and develop over the experience

ABOVE: Leaving Halifax, Nova Scotia, before experiencing gales and freezing fog while crossing the Atlantic

much as amongst themselves – in effect, they seemed a perfect crew. Interviewing a couple of them later, I was equally impressed. They had bonded so well as a team that they still keep in touch, despite some having now left school for university.

One student described the strangeness of a midnight till 0400 watch, so dark and so far from land. When it was rough, he felt completely safe while knowing he was taking on forces far outside his control. If Toby and Adam both came on deck in their wet-weather gear at the same time, that always seemed much more serious, and they knew to follow instructions minutely. It is possible to feel scared and safe at the same time.

On a rough night, with waves crashing over the bow or blasting up through the scuppers, ice-cold water running down their necks, they were still smiling. The only break in good humour came after an uncooked cake hit the floor – a rogue wave had hit them beam on without warning. A girl using the heads, who'd opened the porthole, screamed the loudest as 15 gallons of Atlantic water landed on her. They got

used to the mast's sudden groans, loud enough to wake the exhausted, and the bunks that dripped, and water slapping the hull so close, with just an inch or two of wood between them and the wildness outside. Toby watched his crew as they transformed into 'exceptional, confident and fantastic sailors'; he was proud of them and they of themselves. But this is what racing for a month aboard *Jolie Brise* does: the point is, the boat cannot sail without their input. This buck stops with them. There is no one else. It makes an unforgettable experience for everyone, but for some it's transformational.

OLD SCHOOL

As part of the regatta's itinerary, vessels visited smaller ports as ambassadors for the sail training experience and *Jolie Brise* docked at Gaspé, along the southern shore of the St Lawrence river. Three or four days in one place can be quite wearing for teenagers, so the local sailing club offered to let them crew on their boats, as part of their regular Wednesday racing. Everyone decided they'd rather



ABOVE: Every student spends a day aboard
BELOW: The only boat to have won the Fastnet three times

Toby said the return to La Havre was very different from the outward legs. ‘You’ve got the Grand Banks, Flemish Cap, Atlantic depressions building up behind you and all that. Going over it’s very warm; you meet the trade winds and can just zip along. Coming back, you hit the Labrador Current which is freezing cold and if you look at the “Great Circle” track, it would take you into the southern limits of the ice coming down from the Arctic, except for the Sail Training International waypoint which stops us going too far north. It can be a really tough trip, but safety is planned into every detail. In these days, when some schools won’t risk going skiing, Dauntsey’s is able to take a group of 16 and 17 year olds racing a centenarian eastbound across the northern North Atlantic. We’re proud of that.’

HISTORY LESSON

The racing element is always deadly serious because they have *Jolie Brise*’s reputation to uphold. She is an icon, the only winner of three Fastnet races since the inaugural in 1925, possessor of not one but two Blue Water Medals, collecting Tall Ships trophies regularly year by year – not just individual legs. In 2000, she won the whole Tall Ships Transatlantic Regatta. This year, the homeward leg started in very light airs and *Jolie Brise* is magical in those conditions.

She was the penultimate Le Havre pilot cutter before steam-driven boats took over, with all those generations of experience culminating in a design which was superbly suited for two things – to get to the incoming ships first as they arrived from the west, and to weather any sea, while waiting for them in open waters. There was no fee for the pilot that came second. That’s why she is fast. In Toby’s experience, she outperforms boats that she really shouldn’t, but he says that sometimes you get a racing car, like a classic Ferrari, which is perfectly balanced – and *Jolie Brise*, with her very deep keel and her huge rig, has that degree of design perfection. During the race, when the wind picked up and came aft, the big square riggers lifted their heads and were away. *Jolie Brise* had pulled out over 100 miles in the light airs on some of her competitors but as they downloaded daily positions, the crew knew they would be overhauled eventually. Were they dispirited? No. Did they change anything? Absolutely not. ‘You never know what will happen’ was the mood, and they stuck with it.

enter *Jolie Brise* herself, which raised a few eyebrows. Two of the crew told me what happened next: ‘Of course at the start it was obvious that she was the biggest there by quite a way, and we set off with 180° wind shifts left, right and centre. Not having a huge crew it made things quite difficult, but quite fun. We managed second place across the start line, then jogged around the course a few times, changing positions a lot while a local boat

held the lead until the final downwind leg. There was only 6 or 7 knots of breeze towards the end. The lead boat gybed astern of us and we only won by about 3ft, standing out on the bowsprit to see who crossed first. It was very exciting. They cheered us, of course, but were a bit surprised that a 104-year-old boat could still beat all their modern boats.’



BELOW: *Jolie Brise* has won numerous Tall Ship Races. She was overall winner in 2000 and 2008

When racing, either Toby or Adam are on call at all times, not to run the ship or the watches because the students can do that, but to keep her trimmed perfectly and squeeze every inch of speed out of the conditions. If necessary, everyone sleeps on deck, on the windward side if it's heavy going and to leeward in light airs. People forget that nine students can weigh about a ton, and moving them around makes a huge difference.

Talking to Toby, I felt the whole of sail training is lucky to have him. He is chair of the Tall Ships Council, which includes all the many-masted giants as well as the smaller vessels. A lot of admin and advocacy goes on behind the scenes. People don't realise that when regulations governing commercial boats are laid down internationally, old-fashioned and heritage craft can find it very hard to conform as they don't have the physical flexibility to change. Behind this skipper, with his 23 years in charge and his mate of 15 years, Adam Seager, I can sense their predecessors: hard-core sailors like George Martin and Bobby Somerset, not forgetting Bill Parish who rescued her for Dauntsey's School. They're men of determination, vision and a deep love of the sea. *Jolie Brise* has sailed through the decades, leaving her mark on history. Today she is as fine and fast as ever, and in Toby's hands, inspiring a new generation of young people to step up and take the helm.

THE MAKING OF A SAILING ICON

Built by Albert Paumelle, *Jolie Brise* started life as a Le Havre pilot cutter and was launched in December 1913, only to be laid up throughout WWI. Peacetime brought three years as a tunny fisher before the famous yachtsman E G Martin, winner of the One Ton Cup and twice winner of the Royal Cruising Club's Challenge trophy, discovered her languishing at Concarneau near Brest and brought her back to England. She was converted into a cruising yacht at Teignmouth by her owner and his new skipper Sid Briggs, with some help from Martin's friend Frank Morgan Giles, who ran his yard from that town.

In 1923, the Americans had held their sixth 635-mile offshore Newport to Bermuda Race and Martin, who was a yachting journalist at the time, was excited by the idea of such a challenge. With a small group of influential sailing

friends, he began to organise a similar race off the south British coast, ignoring vocal opposition from more conventional yachtsmen who felt it might be dangerous (or even ungentlemanly) to race for days and nights at a time. The first Fastnet race was run in 1925, with *Jolie Brise* victorious. Since that moment, she has continued to make headlines across the globe.

In 1926, Martin took her over the Atlantic to take part in the Bermuda Race, for which she gained the Blue Water Medal. Then, under the new ownership of dashing Bobby Somerset, she returned in 1932 to contest the race again, only this time she stopped to save the crew of her fellow competitor *Adriana*, which had caught fire. A second Blue Water Medal followed. Somerset also raced *Jolie Brise* to two more Fastnet victories – in 1929 and 1930 – a tally of wins that have never yet been matched.

Nowadays, *Jolie Brise* is a legend. She has won the Tall Ships Races outright three times and as a modern youth training ship, has few equals.



Photography: Rick Tomlinson, Martin Gandair, Erik Levilly, Claire McComb, Dauntsey's School



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SPECIFICATIONS

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Jeanneau Design

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FIRST TEST

JEANNEAU 319

Jeanneau's new 319 packs a lot in for her small size. Graham Snook tests her on the Solent to see if her handling matches her comfort

Words & pictures **Graham Snook**



Yachts might be getting bigger every year, but there is strong competition among builders of sub-10m cruising yachts as they seek to convert new buyers into brand-loyal owners. There's plenty of choice, but if you're looking for your first yacht or downsizing and still want comfort, the Jeanneau 319 has much to offer. Generous accommodation and lofty headroom are squeezed into a package that still sails superbly.

Usually on a test, it's clear who to credit for all the clever features on board, but on this boat it's less obvious. You see, the new Jeanneau 319 is a reincarnation of the six-year-old Delphia 31. Delphia has long built boats for other yards under contract and the 319 is built by Delphia, but she has a new hull, designed to accept Delphia's existing inner tray moulding. Large hull windows have been added, among other refinements. Regardless of her origins, she aims to be an easy-to-sail family cruiser with a light, practical interior. →



ABOVE: A clean and sensible cockpit. For shorthanded sailing, leading the mainsheet back to the helm would be a good idea
BELOW: A high coach roof makes space below decks

PERFORMANCE

We had good weather for the day of our test, a light Force 4 with warm sunshine. On the wind she performed well, the hard chine adding directional stability. Although not especially close winded, she did what was asked of a comfortable coastal cruiser.

The original Delphia 31 had a single spade rudder (with twin rudders on the shoal keel option), but the Jeanneau has twin rudders as standard. These are set well aft and protrude from beneath the low transom when at rest. The good thing about having two rudders is that one of them is always fully immersed and although they look short, they provided good grip. All this adds up to a boat that is fun and responsive to sail, with few, if any, bad habits – she'll happily track nicely with the sail balanced and no one at the wheel; a handy trait with the mainsheet on the coachroof. A German mainsheet system, lead back to the coaming winches, is an option.

The Jefa steering on the helm of this boat had a fair weight to it – there was a little slack in the system. Even so, she was impeccably behaved.

Under power, giving her plenty of throttle to get way on as soon as possible, she responded well to the helm, even with no prop wash over the rudders.

DECK LAYOUT

The deck is well laid out. High stainless-steel handrails on the edge of the coachroof are excellent for going forward and the 5cm (2in) chunky faux teak toerails work well. With the handrails on the side of 50cm (1ft 8in), coachroof one has to step up 55cm (1ft 10in) which felt a bit of a stretch; forward of the handrails, at the mast, it is 40cm (1ft 4in) high.

The inner shrouds cut across the deck which, given the high coachroof, obstructs the walkthrough forward. The anchor windlass is set well forward so the chain falls vertically into the bow. Aft of the windlass, and under the anchor locker lid, is a shelf suitable for keeping a couple of fenders and warps. All the deck cleats have stainless-steel rub rails to protect the bevelled edge of the hull. The navigation lights are at deck level so they aren't obstructed by the headsail when it's outside the pulpit when sailing in reduced visibility.

Back in the cockpit, the seat edge was a little angular but it was nice to see a good amount of locker space. Not only did the gas locker (to port of the helm) have room for two gas bottles, there was also room for snorkel and flippers, shorepower leads etc. To starboard was a large locker with two lids for access, one forward and the other outboard of the helm. The locker is 79cm (2ft 7in) deep with a horizontal base, beneath which you'll find the calorifier (optional), fuel tank and associated services. There is a short partition aft to stop clobber from the locker falling on to the rudder posts, but I would have liked to have seen it a little bit higher.

The washboard stows very neatly on top of the sliding hatch but it does make the hatch heavy to move and will end up scratching the perspex hatch – not a physical problem, just aesthetic.

Seating in the cockpit is a very generous 2.14m (7ft) long and the 38cm (15in) coaming gave good back support, as did the forward end of the coachroof. A folding transom is an option but the steps in the transom are plenty wide enough, if a little open – those not wanting to lose pets, children or hapless crew could fashion up a net or dodger across the lower area, but at the helm I felt safe. The inboard legs of the pulpit extend almost to the bathing platform, making them a great handhold for alighting the dinghy or bathing ladder.



AT THE HELM

The aft end of the cockpit coaming is 28cm (11in). It drops down to 2cm at the helm, giving them a comfortable seat, a little bit off the deck, or if seated when heeling, it doesn't cut into the helm's back. The seating forward of the wheel is inboard of the helm seat so the crew doesn't obstruct the view.

This boat had the optional 1.02m (3ft 4in) Lewmar folding wheel which made passing it in port a breeze. Without it, you'll need to step on to the cockpit seating. The good diameter gives a number of options to comfortably helm from. Throttle position was low down to starboard which I didn't mind, but it will be moving to the binnacle.

The genoa winches are easy to reach. There are no eyes or turning blocks from the genoa sheets as the lead from the genoa cars is straight and fair. This is a double-edged sword as there is nothing stopping the sheet end disappearing forward, but it also means that twists sort themselves out along the length of the sheet and there is nowhere for them to jam while tacking.

DESIGN & CONSTRUCTION

Originally designed by Andrzej Skrzat for Delphia, credit for the 319 now goes to the Jeanneau Design

team. The bows have been rounded, the gunwale is bevelled and standard twin rudders have been added since the original. On deck, the window line has also been redesigned and more windows added to increase natural light below, but the deck and cockpit remain largely untouched.

She has a solid laminate hull and a cored deck. The deck is bonded and screwed in place. Inside, there are vinyl panels outboard to allow access to the deck join – handy for inquisitive boat testers too.

RIG & SAILPLAN

She has a Seldén twin spreader discontinuous fractional rig. The genoa is 110% and taken back to Harken 35 ST winches – a self-tacking jib is an option. The coachroof winches for the halyards, reefing lines and mainsheet are single-speed 20 ST – they did the job, but could have been more powerful or two-speed. The mainsheet is on a Dyneema bridle above the companionway hatch.

The 319 stands out for its ample cabins and great headroom



The lockers on each side are frankly huge for this size of yacht





It's a narrow gap between berth and table, but the result is a wide and comfortable seat or berth

Large windows make the saloon extremely airy and light. There's no stowage under the saloon table but you get more legroom



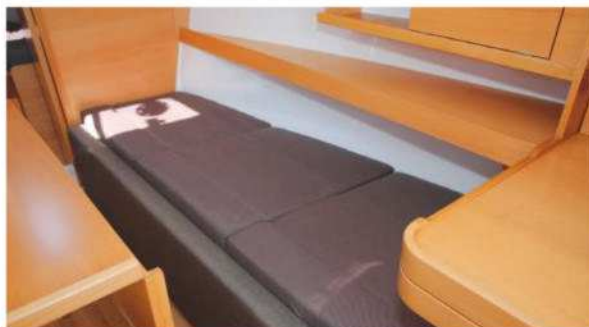
Don't fumble under the mattress – pick up the end of the berth to access stowage



Even in the forward cabin, there is ample standing headroom, achieved by the floor being lowered. It's a step up, but the double berth is a good size. For a boat of this size, you'll also find acres of stowage in the two lockers



The L-shaped galley is small but sufficient, with ventilation above it



Lift off the settee seatbacks, hang them on the front of the seat and you're left with a comfortably wide and long berth on each side



Engine access is okay but access to oil filters and the impeller cover is limited

POINT OF SAIL	AWA*	AWS**	SPEED
Close hauled	32-36°	16-18 knots	5.2-6.4 knots
Fetch	60°	13-16 knots	5.3-6.5 knots
Beam reach	90°	11-12 knots	4.7-5.2 knots
Broad reach	120°	9.7-11 knots	4.6-4.8 knots
Run	180°	7.8-9.2 knots	3.8-4.0 knots

*APPARENT WING ANGLE **APPARENT WIND SPEED



A fold-down transom is an option if you want a more closed transom



Both at the bow and in the cockpit, lockers are a generous size



A sensible chart table, neatly fitted in at the aft end of the settee with space for gadgets

ACCOMMODATION

The interior is light, simple and modern. The 319 also has exceptional headroom for the size of boat; at least 1.93m (6ft 4in) in all living areas.

The saloon is comfortable and the hull windows are large enough to give a view. The seatbacks lift off in one piece (2.0m, 6ft 7in long) to give 89cm (2ft 11in) of berth width. I found the seatbacks could be attached to the front of the seat; the fiddle on the seat front is the same as the one that holds it at the back. The 1.27m-long (4ft 2in) saloon table is surrounded by 2cm-high fiddles and is attached to the mast compression post. There is no stowage in the table but this gives good legroom.

The passage forward between the table and the saloon seating is a bit narrow (just 27cm, 11in) and requires a shuffle rather than a walk forward. It's then an 18cm (7in) step down to the forward cabin, which gives the cabin excellent headroom. The drawback is, it also makes an 84cm (2ft 9in) climb up to the bunk; there is a removable infill that drops to make a seat or step but if using it as the latter, you'll miss out on the 1.80m-wide (5ft 11in) vee berth. I could see the base of the aperture being used as a step up and it would have been nice to have a bit of solid wood capping or a tread plate to protect the veneer. At the base of this space under the sole is a sealed tray to stop water running amok after cleaning



the log's paddlewheel. Forward, under the berth, is a 150-litre stainless-steel water tank that would be a bit small for a cruising family.

Outboard on each side are, frankly, huge lockers for this size of yacht. Their footprint is almost 50cm (1ft 8in) square, one is shelved, the other is a hanging locker. A high fiddle on the top of these units adds more practical stowage. There are also fiddled shelves on the hull sides.

The heads is a fair size but only has a small locker outboard for toiletries. The heads doesn't have a separate shower but it's a one-piece GRP mould with a sink and no shower grating, so is easy to clean.

The aft cabin, again, has good headroom. The floor in the aft cabin is a nonslip mould against the hull, so it's not horizontal.

Like the forecabin, there's a large fiddled area outboard. The shelves and hanging locker are a good

This boat is fun and responsive to sail, with few, if any, bad habits



height. One lovely feature is the good access to stowage under the bunk base. Rather than lifting up the cushion and fumbling to lift up the board, one just has to put their hand in the slot and lift up the bunk end to access the stowage beneath.



CHART TABLE

The aft-facing chart table is a decent size – 55cm x 74cm (1ft 9in x 2ft 5in) – and has a good fiddle outboard. There is a cutaway for the navigator's feet to improve comfort. Unlike many chart tables where the lid in the top lifts up, on the 319, the front and side raise. This has pros and cons. The negative is that it reduces the depth of the chart table from 6cm to 4cm, but the positive is that on a starboard tack with the lid open, whatever was on the lid stays there. Lighting is a little basic; only one white LED light overhead.

Wiring behind the switch panel is labelled and very neatly laid out – especially for a yacht in this price bracket – and there is space for some instruments outboard too.

GALLEY

The L-shaped galley has the stove outboard and the workspace is limited to the top of the two lids for the 75-litre fridge. The lids aren't hinged which makes opening them at sea a little problematic, but the payback is when it comes to getting things out or cleaning it after your sail, as access is great. The cook benefits from the 15cm-high (6in) windows and the window over the stove has an opening portlight in it. It's not the biggest of galleys and the stove lacks a crashbar, but stowage around it is good. The fiddles surrounding it are just 2cm high but there is a decent grabhandle in the semi bulkhead that makes up the splashback for the single sink. There's a small pull-out bin which might need emptying often. Having said that, it's easily removable so when cooking, it can be left on the side to reduce the constant need to open and close the sliding drawer it stows on.

MAINTENANCE

Engine access could be improved. While it's accessible from three sides, there is no access panel on the starboard side where you'll find the oil filters on the Yanmar engine. Access to the impeller and the front of the engine isn't great either as there is only a 6.5cm gap between the front of the impeller housing and the back of bottom step. This step houses the engine battery and while there is a removable panel to aid access, you'd also need to remove the battery.

I'd also be tempted to add a catch to the lid on this bottom step as I found myself clipping it with my feet – it makes a clatter, which will disturb those sleeping. The primary fuel filter is tucked away at the back of the engine bay. There is an access panel aft but it would have been nice if it were accessible from forward.



JEANNEAU 319

THE TEST VERDICT

There are quite a few sub-10m entry-level (in size if not price) yachts around and the 319 is competing against the Beneteau Oceanis 31, Bavaria 34, and Hanse's 315, all of which are good boats. So does she cut it?

Yes, I think she does. I'd be opting for the German mainsheet system brought back to the helm – to have the mainsheet out of reach from the helm on a small boat makes little sense to me. The cockpit is sheltered and comfortable and deck stowage is really good – ideal for a coastal cruiser of this size.

The beautiful wind conditions weren't really a test for her as she seemed in her element in a Force 4 under full canvas. Although we initially considered reefing, she handled impeccably close hauled. With 18 knots over the deck, she was fun to sail in the weather we had.

WOULD SHE SUIT YOU AND YOUR CREW?

Unless you want oodles of galley space, the 319 provides everything a young family could want, especially if you're considered tall, as headroom below is generous to say the least. Okay, you pay for it with the high step on to the coachroof, but if you're tall this won't be an issue.

She's also great for those buying their first new boat or downsizing as she's easily driven, well mannered and sails well. There would still be a few things I'd like to see improved on, but nothing an owner couldn't do themselves (as long as they aren't afraid to cut an access panel in the bulkhead from the heads to the engine compartment to aid access to the oil filter).

Whether she is a Delphia or a Jeanneau would only matter to those who judge boats by their brand not their design or build. It's just good that this design has got a second chance because with all the refinement Jeanneau have injected to her, she's a great small boat.

PROS

- Easy to sail
- Excellent headroom
- Good sea berths

CONS

- High coachroof
- Engine access
- Lacks head stowage

FACTS AND FIGURES

PRICE AS TESTED	£109,900 inc VAT
LOA	9.99m (32ft 9in)
HULL LENGTH	9.80m (32ft 1in)
LWL	9.09m (29ft 9in)
BEAM	3.46m (11ft 4in)
DRAUGHT	1.85m (6ft)
DISPLACEMENT	5,100kg (11,244lb)
BALLAST	1,650kg (3,638lb)
BALLAST RATIO	32.4%
DISPLACEMENT / LENGTH	188.7
SAIL AREA	45.35m ² (570sq ft)
SA/D RATIO	15.6
DIESEL	100 litres (22 gal)
WATER	150 litres (33 gal)
ENGINE	21hp
TRANSMISSION	Saildrive
RCD CATEGORY	A
DESIGNER	Jeanneau Design
BUILDER	Jeanneau
UK AGENT	Sea Ventures
TEL	01489 565444
WEBSITE	www.jeanneau.com



Effortless sail power

Are you getting the most out of your boat? Duncan Wells shows you how a little knowledge can go a long way when you're heading to windward

Numerous volumes have been written on the subject of sail trim. For some it's an obsession, for others, an afterthought. Even if you never intend to race your yacht, a grasp of the principles of sail trim is something you can apply to any boat you step on board. Apply these to a yacht you sail regularly and you'll find quiet satisfaction in exploiting the true potential of the boat as it rewards you for your efforts. To a cruiser, sailing faster equates to sailing further and the possibility of new cruising grounds.

For the purposes of this article, we will concentrate on sailing to windward. Modern yachts, particularly monohulls, do this very well. With a good set of sails, a well-set-up rig and some time spent practising trimming, you'll find you are able to make big gains in terms of the angles you can sail. However, modern yachts are also easily overpowered. The crux of modern sail trim is understanding how to balance your sails and the power they generate with the resistance of your keel. The end product of a well-trimmed yacht is one that's a pleasure to sail, easy on the helm and faster through the water.

Not just for racers.
Improving performance
means covering more miles



Setting up the headsail

1 SET THE HEADSAIL HALYARD

Raise the headsail and set the halyard tension to get rid of any horizontal creases, but not so much that you introduce vertical creases. This will ensure it is as efficient as possible. A headsail that has vertical creases means that the halyard is too tight.

Vertical creases in the luff means the halyard is too tight. Horizontal creases means the halyard is too loose. In general, increase halyard tension with wind strength

THE PHYSICS

When we are sailing to windward, the sail acts like the wing of an aircraft. Air passing over it produces a low pressure area on the lee side and a high pressure area on the windward side, which creates lift.

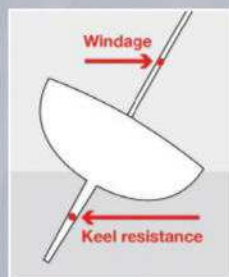
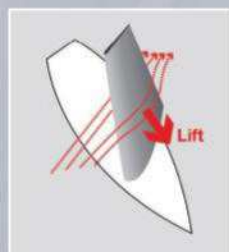
This lift from the sails is countered by the lateral resistance of the keel. Without a keel, a sailing boat would simply go sideways. But, as long as the total force – the centre of effort on the sails – is countered by the lateral resistance of the keel – what's known as hydrodynamic force – and these forces are in balance and acting in line with each other, the boat will sail forwards.

On the physics front, we also need to consider wind shear. The friction of the water on the gradient wind causes it to back and slow down the closer it comes to the surface of the water and so there is a difference in wind speed and wind angle between the top of the mast and the deck. The higher up, the greater the wind speed and the more the wind angle moves aft. The lower down, the lower the wind speed and the more the angle moves forward (backed). So we need to be

able to adjust the twist in our sails to take advantage of this.

The headsail acts as the forward driving force, and the main, affected by the sideways force of the wind, is more like a rudder, turning the bow to windward as it powers up. So we need to know what sail shape we should be making to get the most out of the wind we are given. In light airs, we want a fuller sail shape – a more powerful shape – and in heavy airs a flatter, less powerful shape. There are several elements that we can adjust for the headsail; twist, depth and draught position. And for the main; twist, depth, draught position and helm balance. All of these can be adjusted easily with the exception of draught position, which requires us to alter the halyard tension. And as

I don't think it's realistic for us to be running up and down tweaking halyards for every point of sail and wind strength, I'm leaving draught position alone. The controls for adjusting the set of the headsail are:



- Forestay tension
- Halyard tension
- Position of the sheet lead
- Car on the genoa track
- Sheet tension



2 SET THE GENOA CAR

Follow the sheet from car to clew so its angle projects 50% up the luff.

3 CHECK THE SHEET ANGLE

Sailmakers often add a line from the clew to show you the correct basic angle. With this set, you can move the car forward to tighten the leech, or move it aft for more twist.



4 USE TACKLE SYSTEM TO ADJUST AS YOU GO

If you have a tackle system for adjusting the car then you can trim as you go, just as long as the sail isn't under a great amount of pressure. This will allow you to 'play' with the ideal trim much more easily.

5 LUFF UP TO REDUCE PRESSURE

If you do not have a tackle system or are in strong winds, then you will have to luff up to take tension off the sheet and move the car along the track. Working with the helm to do this efficiently takes practice. You can put a foot on the sheet between the car and sail to take the load.

6 GET THE TWIST RIGHT

As you tighten up on the wind, you'll need to move the car aft so that the leech does not become too tight. In medium airs, you want maximum drive. The leech and the foot should have roughly the same tension. The telltales should all be flying and the headsail shouldn't backwind the main.





7 COMING OFF THE WIND

Close hauled, you will have sheeted in until the leech of the sail is close to the spreaders. As we bear away, we will ease the sheet for the correct sail setting, but this will allow the leech to be very open. The key to good headsail shape is having control of the leech so as you come off the wind, you will move the car forward to close the leech and increase the power of the sail.

8 FOCUS ON YOUR TELLTALES

The clue to whether the sail is set nicely, besides speed, is given by the telltales. These tell us about the airflow at a specific part of the sail. The top set of telltales show a stalled airflow, while the bottom set show a good airflow over both sides of the sail. Make sure your top telltales are also flying properly: if the inner telltale is stalling, move your car forward to reduce twist.



9 HOW MANY TELLTALES?

One should have three sets of telltales, a set each at 25% of the way up the luff, 50% and 75%, and they should be about a foot in from the luff. Try not to position telltales by a seam because generally, being made of wool, they will get caught up in the stitching. If you have a furling headsail, you may want to set telltales for each of your reef positions – they can be stuck on easily.



To windward, airflow over the sail generates drive. Ensure telltales towards the top of the sail are flying too

Bear in mind that as we set the initial car position with the sheet angle bisecting the luff for our full headsail, we will need to bring the car forward as we furl in to maintain this angle for our initial car position when reefed.

If our three sets of telltales at the luff – top, middle and bottom – are all flying horizontally, we have the optimum shape of sail for the wind conditions. We will be sailing as fast as we can. If not, we will need some adjustment.

If the windward telltales are lifting or streaming forwards but the leeward telltales are flying, then we are pointing too high and we need to sheet in or come off the wind, and if the leeward telltales are drooping but the windward ones are flying, the sail is about to stall and we need to ease the sheet or come up on the wind.

If the windward telltale at the top is flying but the windward one at the bottom is lifting, we need to move the genoa car aft. And the reverse applies – windward telltale at the bottom flying but windward telltale at the top lifting – then we need to move the car forward.

If our sail is generally set nicely and the telltales are flying straight but the leech is still fluttering a little, a gentle tweak on the leech line should bring this under control.



If your telltales are all flying well but the leech is fluttering, try tightening the leech line, but only just enough to stop the fluttering



10 STRONGER WINDS

In stronger winds, we want to reduce the power of the sail so we open the leech to spill some air by moving the genoa car aft and sheeting in. Again, we will monitor the set of the sail by checking the telltales and adjusting the car position and sheet accordingly. Not everyone has three sets of telltales on their headsail and if we only have one set, making sure that they are flying at all times should ensure you are getting the best performance out of the sail.



11 WORKING WITH THE MAIN

Once your headsail is set, check it isn't backwinding the main (making it luff). If it is, you may need to ease the sheet.

12 OLDER HEADSAILS

Sails bag with age, causing the draft to move aft. You can lessen this on the headsail by increasing luff tension and moving the genoa car further aft. Better still, get a new sail or see if a sailmaker can recut it.



Trimming the mainsail

1 THE MAINSAIL CONTROLS

With the mainsail, we have one or two extra controls to play with:

- Luff tension is the same as for the headsail
- Clew outhaul for tightening or releasing the foot of the sail
- Kicking strap or vang for pulling the boom down
- Mainsheet traveller with a car that can be moved to windward or to leeward



If your traveller is fitted with a tackle adjustment, making changes is easy. If not, you will have to luff up, then move the car across by pulling or pushing on the falls of the mainsheet



2 SET CLEW TENSION WITH THE OUTHHAUL AND SET TRAVELLER

Sailing close hauled in light winds, we would want to let off the clew outhaul to increase belly in the sail, and then move the traveller up to windward and sheet the main in until the boom is amidships. We will also want to leave the kicker/vang loose to ensure the leech isn't over tight, allowing some twist in the top of the sail.

Keep hands away from the car on the traveller. Most mains have telltales near each of the batten pockets up the leech but actually for our purposes, we really only need to concentrate on the top most telltale as this is the one that is the hardest to get to fly properly.



3 CHECK TOP TELLTALE, SET SAIL SHAPE AND CHECK BATTENS ARE PARALLEL

We can tell if the sail is set nicely as the top telltale will fly most of the time. If it hides behind the leeward side of the sail and flies forward, we have too little twist in the sail and must ease the sheet. In light airs, we will want twist in the sail but in medium to heavy airs, we want to remove this twist and flatten the sail. We will do this by tightening the clew outhaul to flatten the foot of the sail and trim the mainsheet until the top batten lies parallel with the boom or very nearly so. We can help with this by tightening the kicker/vang, which will add tension to the leech of the sail.

4 FINE ADJUSTMENTS

It is a combination of kicker and mainsheet tension that will flatten the sail and get that batten lying along the boom. Now of course the main works in conjunction with the headsail and is affected by the backwind coming off the headsail. If the main starts to backwind with the turbulence from the headsail – we see this when the luff of the main is being pushed to windward and means that the slot between the main and headsail is too narrow – then we need to harden the mainsheet until this stops and/or tighten the clew outhaul further, to flatten the sail. We may find this overdoes the tension of the mainsheet and our top telltale along the leech flies to leeward again and forward, so we will need to ease the mainsheet and try to prevent the backwinding by easing the headsail sheet, to widen the slot. It's all a question of trying to balance the shape of our sails so they work together.





CLOSEHAULED	LIGHT AIRS	MODERATE WIND	STRONG WIND
HEADSAIL			
Sheet lead Sheet The leech will be	Forward Eased Closed	Midway/aft Tight Half open	Aft Very tight Fully open
MAIN			
Foot Kicker/vang Traveller Sheet The leech will be	Loose Loose/off To windward Eased Closed	Tight Tensioned/on Amidships Tight Half open	Very tight Tight/on hard To leeward Very tight Open
REACHING	LIGHT AIRS	MODERATE WIND	STRONG WIND
HEADSAIL			
Sheet lead Sheet The leech will be	Forward Eased Closed	Forward Eased Closed	Forward Eased Closed
MAIN			
Foot Kicker/vang Traveller Sheet The leech will be	Loose Tensioned/on Amidships Eased Closed	Loose Tight/on 50% to leeward Eased Closed	Tight Very tight/on Fully leeward Eased Open



5 BALANCE YOUR SAILS

We also need to balance our sails in terms of size. If our headsail is too big and powerful for our main, the bow will head off to leeward and will suffer from lee helm, constantly having to work to keep the boat on the wind. If it's too small, we will experience undue weather helm.



6 THE RIGHT AMOUNT OF SAIL

A little weather helm is necessary to maintain feel and is desirable. In the event of a big gust, we would want to know that the boat will round up to the wind and stop, as opposed to the lee helm where a big gust would make the boat accelerate away and present her stern to the wind and possibly an unscheduled gybe. Remember, it's the mainsail that significantly influences at what angle you sail.

7 STRONGER WINDS

For stronger winds, the clew outhaul should be tightened, the traveller moved to leeward and the mainsheet adjusted accordingly. Again, if the leech flutters, the leech line can be tightened slightly just to 'put the sail to sleep' as Eric Hiscock used to say. Too much tension and you will stall the sail. Airflow over the surface is the key to getting efficient drive out of the canvas.



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A QUESTION OF SEAMANSHIP

James Stevens, author of the *Yachtmaster Handbook*, spent 10 of his 23 years at the RYA as chief examiner



Are we in a Mayday situation or not?

Q Mike and his crew of five have been sailing overnight from Milford Haven towards Kinsale on the south coast of Ireland. The intention is to enter the Regatta with Mike's J/111, a fast yacht well suited for racing, 11m long with a draught of 2.2m. The crew is keen and experienced though quite tired after the 120-mile trip.

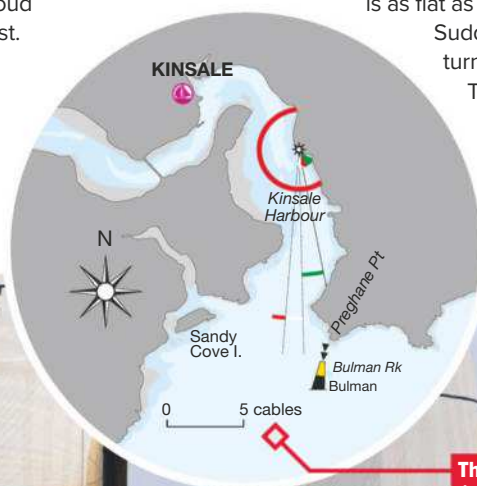
Mike, trusting his crew as he rested, has failed to notice the lights dimming as the batteries try to cope with plotters and other instruments, along with bunk lights and no real attempt to conserve power.

They are off Kinsale, broad reaching on port tack in 20 knots of wind from the SSE. It's low water and the tidal stream is weak at sea outside the harbour. It's coming up to the time to gybe on to starboard and sail in. In the dawn light, one of the crew notices that the starboard cap shroud is parting from the mast. A gybe would almost certainly bring the mast down. Mike immediately drops the sails and secures the main and spinnaker

halyards at deck level on the starboard side to support the mast. It seems reasonably secure but probably wouldn't support even a storm jib. Time to start the engine. He turns the key; nothing happens. There's no battery power. Somehow, the engine battery is as flat as the domestic batteries.

Suddenly, a simple trip has turned into a tricky one.

The VHF isn't working and his mobile phone has no signal. The crew thinks it's time to use the EPIRB. Is it?



The entrance to Kinsale is fairly simple, but can Mike make it in these circumstances?



Before he calls for help, what other options are open to Mike?

A They are not in grave and imminent danger, so the EPIRB can wait. While they have been sorting out the jury shroud, the yacht will have carried on sailing under bare poles. A light, fast yacht is surprisingly

manoeuvrable with just the windage on the mast. Obviously it will only sail downwind but it is possible to steer on a broad reach, certainly well enough to enter Kinsale with the tide and get to within striking distance of the marina where they can anchor and phone or signal for help. Progress will be

quite slow but not unsafe.

Anchoring outside the harbour is a very uncomfortable option and continuing to sail somewhere else on port tack with a parting starboard shroud is asking for trouble. For the time being, this is not a Mayday situation, but Mike should be prepared just in case.



‘What I learned deploying my series drogue in a gale’

Steve Brown found his series drogue a big asset when riding out foul weather in one of the world’s most inhospitable sailing grounds



Despite a tumultuous sea, the drogue slowed the boat to the 1-2 knots promised by the designers

Some sailors can go a lifetime without ever needing to resort to heavy weather tactics; others simply end up in the wrong place at the wrong time and have to find a way of riding out a storm. Both of my previous boats had been pretty good at riding out bad weather when hove-to. I had read and reread Adlard Coles' book on heavy weather tactics and concluded that I could jury rig a drogue if required. Some 50,000 miles later, this had still not been necessary but my plans for my boat *Novara* would take us to the higher latitudes both north and south. *Novara* is a 60ft aero-rigged Bestevaer schooner, a completely different kettle of fish to my previous cutter rigs.

I experimented with possible methods to heave-to but with little success, and so I began to research the alternative methods to ride out bad weather in safety and relative comfort. There was already a parachute drogue on board

when I bought *Novara*, but not only was this considered too small, I was concerned about launching the parachute in heavy weather and then riding bow-to the breaking waves and big seas.

Further research led me to the option of trailing a drogue from the stern and in particular, the work of Don Jordan and his Jordan Series Drogue (JSD) design. His research, reasoning and the feedback from those that had used his JSD design in anger led me to purchase a purpose-built JSD from Ocean Brake in the UK in time for our two adventures in the Southern Ocean.

The drogue consists of a two-piece 25mm-thick bridle that connects to a three-segment (20mm, 16mm and 12mm) line to which the small plastic cones are attached by simply threading the tape through to outer braid. The drogues are made to order and the overall length and number of cones are determined by the length and weight of the boat.

The first of our Southern Ocean expeditions was to South Georgia and was likely to give us our stiffest

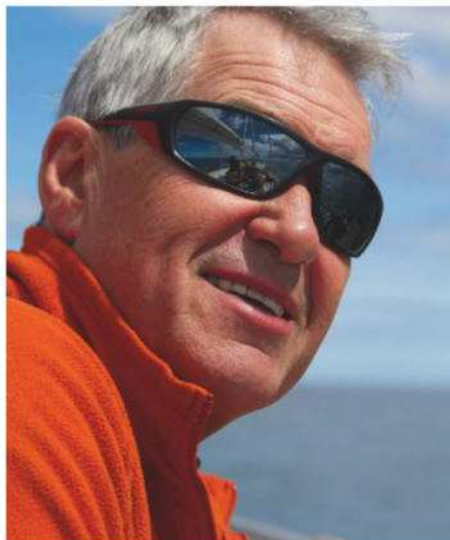
challenge with a continuous series of storms sweeping up from Cape Horn, threatening the five-day downwind passage and the far more serious upwind return. It would therefore be good seamanship to think through the best launch and retrieval techniques, set it up in advance for a quick launch and then hope that it did what the designer and manufacturer claimed it would.

We had set up the 24mm-thick bridle before we left Stanley in the Falkland Islands, clipping it in place with large zip ties. The launch bag for the main drogue was rolled up and tightly secured on the pilothouse and the chain used as the end weight was kept in its launch bag tied down on the side deck close to launch position.

The 775-mile outbound leg gave us a fast passage with 20-35-knot winds mostly aft of the beam, and we arrived in the secure harbour of Grytviken just ahead of a big storm that had the Chilean fishing boats running for cover amid 65-knot winds and 9m seas.

We spent the next five weeks exploring South Georgia, venturing around the southern tip and into Larsen Harbour, skiing on the glaciers and ice fields and marvelling at the wildlife. But it was then time to return to Stanley. We had been watching the weather for some days and saw little opportunity for a smooth passage back. Five days was spent sitting out a huge storm that at its peak, covered over 2,000 square miles of Southern Ocean, stretching from Cape Horn to the Falklands and across to South Georgia.

Having delayed our departure and missed our flights in the process, we were increasingly concerned to get a weather window for our return passage, but could only see a constant series of gale-force winds and the occasional storm passing across our return path to Stanley. The skippers that ply these waters for a living had told us of constant headwinds and motorsailing into big seas and



Steve Brown,
owner and skipper
of *Novara*

Novara is an aero-rigged schooner, originally built for scientific research



The crew turned away from their destination to run with the storm for 42 hours



The level of snatching is reduced by different parts of the drogue being in different parts of the wave



Two attachment points spread the load between port and starboard stern cleats



Each JSD is custom made, the length and number of pockets proportionate to the size and tonnage of the yacht



Many small but strong pockets spread the load



generally gave us little hope of finding a six to seven-day favourable weather window. Indeed, all spoke of this being consistently more arduous than crossing the Drake Passage to Antarctica and having done that in 2007, this did not fill me with confidence!

As it was, we left as soon as the huge storm had passed over the island, knowing that seas would still be high but both wind and waves would ease as we motorsailed north-west towards Stanley. The wind and waves did ease, but only for a short time and with the need to conserve fuel, we tacked back and forth across our rhumb line making little progress towards our destination.

The twice-daily grib files offered no respite and by the fourth day they were showing a large weather system developing in the Andes that would sweep across the Falkland Islands and move slowly across our path. Seeing no way through or around this system, we enlisted the help of a weather router who gave us a better idea of the big picture but no miracle solution.

By day six, we knew that we would encounter winds of 45 knots with gusts far in excess, and breaking seas of 7m or more. Time for some heavy weather tactics. So with winds and seas building, we deployed the drogue before things got too hectic and settled down to sit out the storm. The drogue is designed to turn the stern into wind and waves and slow the boat down to 1.5-2 knots, lifting and falling to the following seas. It works!

The storm proved to be very slow moving with winds in excess of 45 knots, and so we ran off south-south-east and away from our destination for 42 hours. *Novara* rose and fell as each wave passed harmlessly beneath us. Occasionally, a big breaking wave would crash over the stern, flooding the cockpit and seeping in and around the pilothouse door, but the long JSD kept the stern to the wind and waves.

When the wind dropped to 25 knots and the seas eased, we retrieved the JSD, leading the lines forward and around a block before running them back to the

big powerful mainsheet winches. When inspecting the JSD on our return to Stanley, we found that one of the bridle legs had chafed 50% through due to an area of damage on the stern hawser. The first 10-12 of the cones had also suffered some damage as they were lifted clear of the wave train and flogged in the wind.

The bridle extension and all damaged cones were replaced by Ocean Brake free of charge.

LESSONS LEARNED

1 LAUNCH SAFELY

Storage and launch from a large sail bag would have been easier and safer than the pilothouse roof method we used.

2 GUARD AGAINST CHAFE

Although the JSD came with good anti-chafe material, the rough areas of damage on the stern hawser could have had serious consequences, so we used additional thick plastic tubing when we set the JSD up for our trip to Antarctica.

3 PLAN FOR RETRIEVAL

It would have been easier to run the drogue line directly to the winch for retrieval and avoid having to have crew forward on the side deck.

4 ENSURE IT FITS YOUR BOAT

To ensure that no cones brake clear of the first wave, the first section of the JSD was extended by 10m.

5 HAVE A PRACTICE LAUNCH

This would have highlighted any problems.

6 WATERSEAL HATCHES

We added a secondary seal to ensure a 100% watertight pilothouse door.

REAL LIFE

The cockpit flooded but the JSD kept the stern to the wind and waves

Elena Manighetti is a marketer, writer and vlogger sailing Western Europe with partner Ryan aboard a Heavenly Twins 26



Earn money while you sail

Elena Manighetti and Ryan Osborne earn an income from their laptops while cruising their catamaran full time

We'd spent months soul searching, thinking of ways to quit the rat race and live more adventurous lives. In the summer of 2016, on holiday, Ryan and I found ourselves on a beautiful beach in Mallorca. Suddenly, the answer to our questions was right in front of us: a charming yacht anchored in the bay. On that day, we promised each other we'd look into the possibility of going cruising and earning money while sailing. We spent the next few months reading cruising magazines, looking at boats for sale and devouring sailing-related books. Exactly a year later, in May 2017, we cast off the lines and started living our dream.

LIVING THE NOMAD LIFESTYLE

We'd heard the buzzwords 'digital nomad' before but had never thought much of it. As soon as we looked into the phenomenon, we realised that any laptop-based freelance job could be done remotely. We grew more and more confident that cruising while young, on a low budget, working along the way 'Pardey style' was a very real possibility.

Lin and Larry Pardey led the very same lifestyle from the 1970s onwards, sailing around the world while earning a living in different ports through writing. They didn't have it easy back then – they had to find work in each country, fill in the paperwork, wait months at a time to cash in their cheques and post off hundreds of pages of their precious work in foreign post offices.

This remarkable couple is just one example of the working cruising community. All over the world, there are average people leading normal lives on the water while making a livelihood – from delivery captains and social media managers, to handymen and accountants.

While sailing in Western Europe, Ryan and I met other working cruisers. They were either finding employment in new

countries for a few months a year on shore as builders, acupuncturists and dentists or they were working from their boats as writers, beauticians and web developers. Some lived frugally off passive income, such as renting their home.

Today's technological advancements make this lifestyle even more achievable. This means it's possible to work on the go, even while underway, rather than having to stop in a specific port when money runs low. It's a huge advantage and makes life on board much easier.

One of the advantages of owning a small catamaran is being able to beach it to dry out





Anchoring for long periods gives the couple time to work online using mobile data

With housing prices rising steadily, remote jobs becoming easier to obtain, the growing phenomenon of minimalism and the huge popularity of YouTube sailing channels, we believe more and more young people and families will soon move on to the water.

BUYING THE BOAT

When we started searching for the perfect boat, we didn't have a big budget. A little research showed it didn't matter – there were sturdy, well-built glassfibre boats from the '70s and '80s sitting on mooring buoys or parked in boatyards all over the UK, waiting to be loved again. We initially looked at a mix of monohulls and catamarans – Westerlies, Prouts, Contessas, and Heavenly Twins. Eventually, we settled on our Heavenly Twins 26 catamaran, *Kittiwake*. The space, comfort, and downwind performance this little boat offered were incomparable with

JOBS TO WORK REMOTELY FROM YOUR BOAT

- Freelance writer or journalist
- Digital marketer
- Translator
- Web or graphic designer
- Virtual assistant
- Language tutor
- Running an online shop or affiliate marketing
- Photographer or videographer
- Consultant in your field
- Social media manager
- Affiliate marketer
- Canvas work tailor
- Boat maintenance contractor
- Sailing instructor



WRITERS Lin and Larry Pardey have written 12 books at sea



VIDEO EDITOR Ryan edits the couple's YouTube videos



Being able to creep into shallow water has opened up many more anchorages

monohulls of the same price (under £10K). We especially liked the safe centre cockpit, the shallow draft, the seaworthy low profile and the small rig. It was the perfect first boat for a couple learning to sail. A year and a half after buying *Kittiwake*, when we look back to an anchorage from shore, we still can't spot a boat that's better suited to us.

SETTING UP OUR FREELANCE JOBS

Although we saved enough money to sustain ourselves for a year and set a contingency fund aside, I hated the idea of setting off on our cruise without an income. Five months

before our departure date, I started looking for potential clients. Hunting for work in my field as a content marketer made things easier – I could use my experience, personal connections, and LinkedIn. Three months later I had two fixed clients and I was earning a modest second salary (enough to pay the bills), so I quit my day job. The time spent building my business on shore was worth every weekend I worked. It meant I had a fairly reliable income. On the other hand, Ryan, being a civil engineer, had to reinvent himself. He had a passion for design, so taught himself to code. Now he takes on

web design and practical boat work projects. He also edits the videos we produce – tips and tricks vlogs, as well as episodes about our sailing adventures – which we publish on YouTube to earn extra cash. Building the 'Sailing *Kittiwake*' brand through our YouTube channel and blog has also helped us find more writing and design work.

We believe the best way to build a steady income is to set up a number of streams of revenue. This way, should a client drop out or not pay on time, money is still coming in.

LEARNING TO LOVE ANCHORING

Living at anchor was always our plan, so we prepared ourselves and the boat for it and we got used to it from day one. We're almost completely independent from shore – the only things we need are food and water. We have plenty of solar panels (560W), we can get online through our phones and we enjoy showers on board. If we wanted to, we could provision, stock up on water and live at anchor for a month without going ashore.

We don't feel living on the hook is at all a sacrifice. We enjoy all aspects of it: privacy, the views, swimming and exploring in the dinghy. The key to learning to love anchoring is doing it often so it becomes the norm.

GETTING ONLINE

We predominantly use our mobile phones as hotspots and occasionally go to shore to use wifi if we suffer from cabin fever. A 4G mobile connection with good signal is generally faster than a standard public



Mooring up to town quay walls is free and it's a great way to enjoy easy land access every now and then



A solid tender that's easy to row has proven invaluable



A spectacular sunset on the French island of Houat. The view is usually better in an anchorage

ANCHORING LONG TERM

- Set up a powerful electrical supply. Our solar panels total 560W and the batteries have 225A hours of storage. This allows us to run nav instruments, a small fridge and the autopilot, plus charge laptops, mobiles and cameras.
- Work out how to get water reliably using apps like OpenSeaMap to find sources on shore, or get a watermaker.
- Invest in an oversized anchor for a good night's sleep. We use a 22kg Manson Supreme with 35m of 8mm chain and 50m of 14mm nylon rode.
- Fit a bright anchor light coupled with a cockpit light to avoid potential collisions with other boats motoring around an anchorage in the dark.
- Buy a dinghy that's easy to store, launch and row. We have an 8ft Walker Bay which is light and great to row.



Elena at the helm, sailing out of Santander

wifi. This means that even uploading big files, such as videos, is much faster (about a tenth of the time) on a mobile network. For this reason, we choose to invest in mobile data packages rather than multiple drinks out at a café. It's more cost efficient and we feel far more productive in a quiet anchorage than in a busy beach bar. We own and use a total of four SIM cards from different countries at the moment.

Next year we plan to work more underway during our off-watches so we can have more free time at anchor. As most of our sailing is coastal, we often have good reception. With a dry centre cockpit and no heeling, it's easy to work from a laptop.

ADAPTING TO THE LIVEBOARD LIFESTYLE

Our change from landlubbers to cruisers was a gradual one. We lived on and off the boat since we bought it. Once we set off, it was easy to adapt to our brand new lives, also thanks to the research we did beforehand. We've had a couple of wobbles since leaving Falmouth. We found ourselves in a storm in the Isles of Scilly, where we had to relay a Mayday call for a vessel that was sinking nearby. We also learned the hard way that fishing boats rarely respect collision regulations by very nearly colliding with one. These lessons have proved invaluable. We're grateful we've come out of some difficult situations unscathed and wiser.

CRUISING AND WORKING

Working remotely from a sailboat means meetings become Skype calls, updates turn into online chats and briefs into emails. Communication might be slightly delayed due to a potential time difference, so it's best to look for flexible clients and seek projects that aren't very urgent. Passage planning needs to take work into account too.

Having to earn a living while sailing can be challenging at times. We sometimes can't take advantage of a good weather window due to an impending deadline. The other limitation we have is that we aren't confident venturing to less-populated areas in case the mobile networks are weak

and sparse. We aren't planning any ocean passages yet either, but if we do we'll have to discuss time away with our clients.

When work is stressful, sitting in a small space can feel suffocating. If we start showing signs of burnout, we go for a row in the dinghy or a walk ashore.

WORTH THE SACRIFICES

While we recognise we have some limitations, we feel that working keeps us busy, active, and focused. It may slow us down from time to time but it means we have a chance to get to know places and people better. Working while cruising is ultimately the only reason why we can afford to live on a sailboat.

We believe the effort and compromises involved are definitely worth the slower pace of life, the sight of dolphins playing with our bows, the sundowners shared with likeminded cruisers and the freshly caught fish eaten in front of a beautiful sunset.

Visit www.sailingkittiwake.com and www.youtube.com/c/sailingkittiwake

GET ONLINE AT ANCHOR

There are a number of ways to connect to the internet from a yacht...

- Use your mobile contract's data allowance or buy an international top-up and use the phone as hotspot.
- Purchase local mobile SIM cards or dongles with good data packages to use as hotspots.
- Install a wifi booster on your mast to catch networks from shore.
- Purchase a Fi-ready phone to use Google's Project Fi to use one SIM card to access the internet worldwide.
- Or, try an Apple SIM card to buy local mobile data packages around the world from your iPad.
- If you're new to working online, visit the Digital Nomad Community website www.digitalnomadcommunity.net to find helpful resources and connect with other nomadic workers. You can also join the Global Digital Nomad Network on Facebook, where members often share useful articles and job openings.



Elena's office: the saloon



The digital nomad's life might be busy, but there's always time to sunbathe on deck

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THE UNSPOILT RIVER YAR

Peter Bruce finds peace and tranquility as he meanders up Yarmouth's pretty waterway



Diphotos / Alamy

The charming little town of Yarmouth on the Isle of Wight has so many delights that visiting sailors often fail to progress further than the local amenities. But those with a love of nature and an adventurous spirit will find grand satisfaction above the road bridge at high water by navigating the attractive, unspoilt River Yar, not to be confused with the other River Yar at Bembridge, at the east end of the island.

The Yarmouth harbourmaster has jurisdiction over the river up to the causeway at Freshwater, so it is his office to which any queries should be addressed. For some reason, the Yar swing bridge, renewed in 1987, blocking the upper river to masted vessels, seems to impose a slight mental as well as a physical barrier. The reality is that the bridge will open

freely nine times a day in the summertime as advertised, though you will have to make a call on Channel 68 if yours is the only vessel. The bridge opens up the quiet, unspoilt waterway, allowing masted craft of about 2m draught up to the causeway on a good high tide, but doesn't give much more than 1m depth at neaps.

To find the bridge from the harbour, you have to thread westwards up the channel through the rows of moored vessels, leaving the long pontoon at the north side of the harbour to starboard. Once through the swing bridge, there is another assortment of pontoons with accompanying moored vessels, as well as a large building on the east side which is the old tide mill, built in 1793.

For keel boats, the only deep anchorage is at the first bend in the river, where the blue racing mark 'C' is laid in the summer by the Yarmouth Sailing Club. Anchoring downriver from here is not allowed due to the pontoons, but is allowed on the bend and above as long as the anchoring vessel does not obstruct the fairway. The pool has a depth of about 3m at low water though over such a narrow area, a keel boat might need to do a Bahamian moor to reduce the swing. Neap tides are best for this lovely peaceful anchorage.

Last time we tried to anchor there, two days off springs, a fresh wind blew us a little into shoal water so we retreated downriver and spent the night beside a pontoon, finding 2.2m depth at low water with access to the

Summer weekend dinghy racing aside, the blissfully quiet Yar is generally little used



Once past the swing bridge, you can enjoy the relative seclusion of the river away from the busy crowds of the Solent

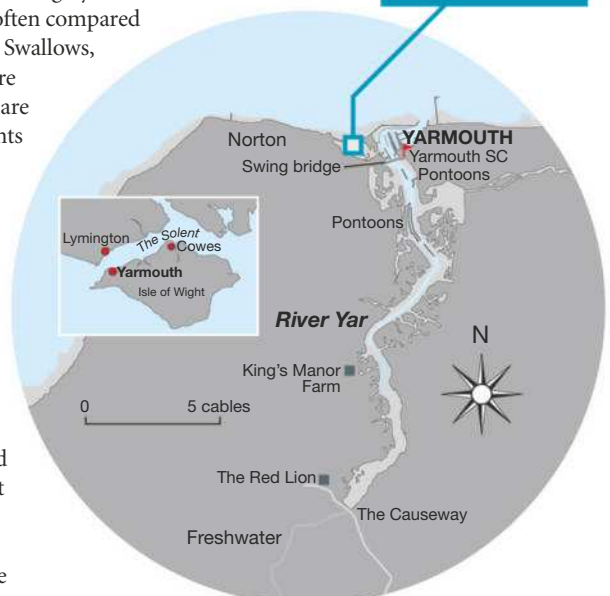
shore via a swing bridge. We dutifully went to the local marina office and just caught the duty manager before he closed. Evidently there's no discount for being upriver, but we would have needed the swing bridge code for the return had a kind boat owner not already told us.

As the channel becomes progressively narrower and more tortuous upstream, it is best to take a dinghy up with an outboard rather than the boat. This is especially true if lunch is liable to run on at the Red Lion, the notable watering hole on the west side of the causeway just beyond the church. The reed-banked river will take you for a mile up to the causeway and the significant building to be seen on the right is the ancient King's Manor Farm, mentioned in the Domesday Book. The navigable limit of the river is at the causeway, where you can leave the dinghy and go up the road past the church to the pub.

Wildlife is plentiful on the Yar. You may spot a barn owl hunting by day or, if you're lucky,

the elusive red-billed water rail, though you are more likely to hear its call, often compared to a piglet squealing in distress. Swallows, Canada geese and kingfishers are a common sight in summer, as are lone little egrets and detachments of black-tailed godwit, silently probing the mud. In winter, a legion of wildfowl takes up residence on the river – the biggest flock being Brent geese – where they pass the long nights in seclusion and presumably relative comfort.

In summer when the tide is up, Yarmouth Sailing Club races dinghies on Saturdays and Sundays, but the blissfully quiet Yar is generally little used, and most of the time you will find yourself sharing it with only the wildfowl and waders.



A LONG WEEKEND BRIXHAM

Pirates, coastal walking and idyllic coves: Hayley Kirkby finds there is more to Brixham than just its vibrant fishing harbour

Words Hayley Kirkby





CLOCKWISE FROM RIGHT: Visiting yachts are not able to anchor in the inner harbour; Brixham is accessible at all states of tide; Brixham Marina has a range of facilities for visiting yachts



Loop Images / Alamy

After a long sail across the expanse of Lyme Bay, the sight of Brixham at the southern end of Tor Bay brings welcome relief. Approaching from the sea, the view is one of colourful houses cascading down on either side of the harbour. A couple of trawlers emerge from behind the long breakwater, along with the occasional ferry heading over to nearby Torquay. Other than this, there is little to concern a yacht on its way to the harbour entrance.

A popular town with a distinctive character, there is more to Brixham than meets the eye. It is rich in stories about its maritime and military past but is best known for the development of fishing trawlers, which saw Brixham transformed from a small village to a busy port. Once home to one of the world's largest fleet of powerful wooden sailing trawlers, it was given the title 'Mother of Deep-Sea fisheries'.

Heading down the main fairway, there is much to see and take in. It is busy, with yachts tied off to mooring buoys, different-coloured trawlers of all shapes and sizes, and fishermen hauling up their catches. Most striking at this point is the sight ahead. Three large gaff-rigged trawlers take pride of place on the town pontoon. Enchanting and beautiful, they are a modern-day reminder of the vessels once built in the town's shipyards. These heritage trawlers are examples of the ones that remain, lovingly restored with names such as *Leader* and *Vigilance*. Tying up our 36ft Westerly Conway ketch, *Milos*, next to them, we could appreciate their size and design.

Around us, tourists mingled and children edged the harbour wall with buckets and crab lines hanging down to the water. We were right at the heart of the outer harbour, a short walk away from the town, and perfectly placed to explore the coastline.

Brixham is pretty but it also has grit. Fisherman and locals jostle for space alongside visitors. It is a vibrant working town and remains one of the busiest fishing ports in England. Over 100 boats regularly come and go from the harbour, unloading and selling their catch in the fish market. There is a warren of winding streets to explore.



Walking around the inner harbour, we were treated to shanty singers, fresh shellfish and the odd pirate. There are plenty more pirates during the Pirate Festival in May when everyone is in authentic costume, with blackened teeth, matted hair, daggers and pistols. Prominent amongst the local boats which all fall and rise with the changing tide is the replica of Sir Francis Drake's *Golden Hind*. There is also the glorious and irresistible smell of fish and chips.

To experience all that Brixham has to offer means grabbing a pair of walking boots and heading away from the bustle. The South West Coast Path lines the edge of Tor Bay and runs right through Brixham, and we spent a couple of days exploring in different directions. A steep climb took us to the top of Berry Head which marks the southern end of the bay. From this vantage point, we could see all the way north to Torquay and south across the Channel. A few boats were sailing on the calm water some 60m below us, as guillemots and gannets swirled around our heads. The lighthouse at Berry Head is the shortest in Britain, standing at just 5m high. Sat on this impressive headland, however, it is also the highest.

Further delights can be had by seeking out nearby coves and anchorages. Just to the west of the harbour limits lies Fishcombe Cove, a small bay surrounded by hills and woodland, with a shingle beach lining its edge. At times, we were joined by locals and tourists, the braver amongst them taking to the still-too-cold water and exploring the rock pools. In the early season we had it much to ourselves, aside from a couple of seals that popped their heads out to say hello.

Following the coastline even further west is Elberry Cove. Tucked away, the pebbled beach is sheltered by trees with views of fields beyond. At the eastern end, the crumbling ruins of a bathhouse provide a sense of romance and history, looking like the remains of a small castle. It was built in the 18th



Matt Cranfield / Skyflicks

Down the main fairway, you'll see yachts tied off to mooring buoys and fishermen hauling up their catch

HIDDEN GEMS

1 FISHCOMBE BAY

There is more room than might appear at an initial glance but it is best to sound in carefully and find a depth of about 2m. There is an eco-friendly mooring buoy there, aimed at protecting the seagrass beds below. It can accommodate a yacht up to 12m and was free of charge last time we were there. The steep wooded shore produces good shelter from southerly and westerly winds. It is possible to land the dinghy on the shingle beach and walk to Brixham, passing the yacht club along the way. In the other direction there is a steep climb through the woods past Churston Cove and towards Elberry Cove.

2 ELBERRY COVE

This cove in the south-west corner of Tor Bay is a shingle beach surrounded by trees and was a favourite place for Agatha Christie to swim. It is a designated waterskiing spot and can be busy. In quieter times, however, it is peaceful and a perfect place to anchor for lunch or overnight with good shelter from the south and south-west. Take care to avoid

the many buoys that mark the waterskiing course and swimming areas. The cove is situated on the South West Coast Path and is a two-mile walk to Brixham and Elberry are unpleasant in northerlies and swell picks up when the wind shifts east.

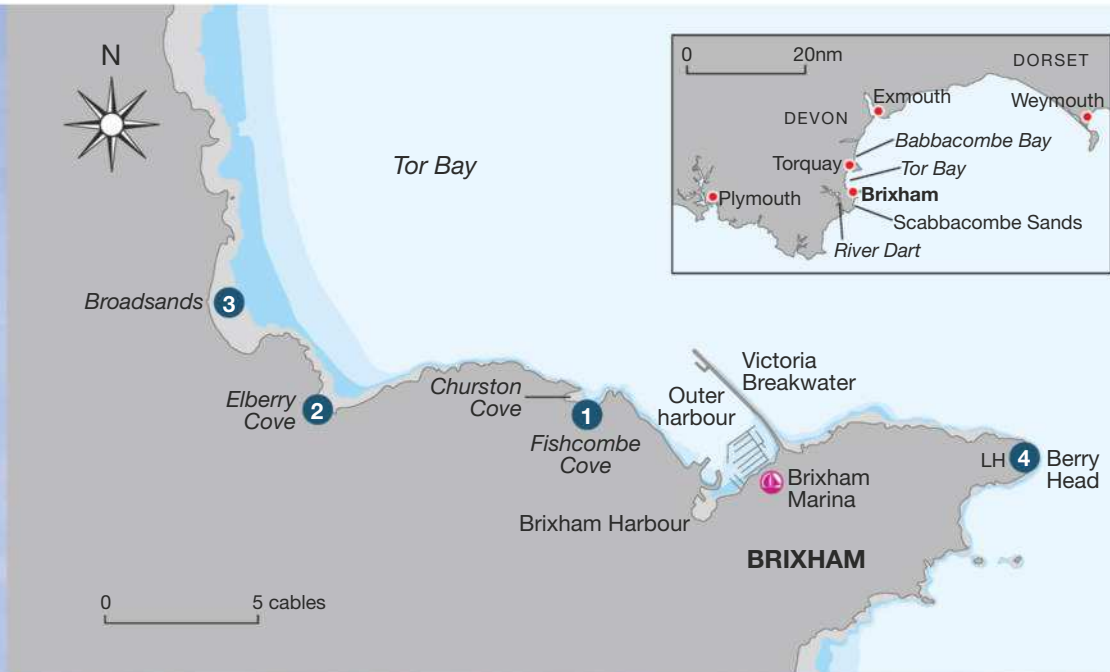
3 BROADSANDS

Nestled between Paignton and Brixham is Broadsands, with its crescent-shaped expanse of sand and row of colourful beach

huts. It is less than a mile from Elberry Cove, where you can land your dinghy and join the coastal footpath.

4 BERRY HEAD

It is well worth putting on your walking boots and climbing up to Berry Head, with its iconic lighthouse and ruined Napoleonic fort. The views out over Tor Bay and beyond are stunning, and there is a chance of close encounters with the local seabird population.





When sailors see the white lighthouse at the end of Brixham's breakwater, they know to slow to 5 knots

Colin Cadie Photography / Alamy

In the early season you will have Fishcombe Cove much to yourself, aside from a few seals that pop their heads out

ABOVE: Visiting yachts are encouraged to use the eco-friendly mooring buoy at Fishcombe Cove to try and protect the seagrass beds

BELOW: Brixham has a warren of charming streets to explore

Century for Lord Churston when bathing in seawater became fashionable. This bay also has links to Agatha Christie, who used to come here from the nearby Greenway Estate. She also wrote about it in one of her novels. The cove is close to the designated waterski area and we had to wind our way in to avoid the many buoys that mark the course. Finding it at a less busy time and in calm weather, it was worth navigating the obstacles for a peaceful, pretty place to lie at anchor.

From either of these coves, you can land on the beach and join the coastal path, as long as you don't mind leaving the tender or getting your feet wet.

A short walk from here through the woods and fields takes you to Broadsands. Living up to its name, it's an expanse of sand at low tide, with row upon row of coloured beach huts. On our way there, the Dartmouth steam train climbed the far hill over the bay, steam pouring from its chimney and whistling as it crossed the viaduct on its way to Kingswear.

It's easy to fill a few days in Brixham and there is plenty to see. Even as we left Tor Bay, we were followed out by the *Nao Victoria*. A 20m-long carrack, this is a replica of Magellan's ship, the first vessel to circumnavigate the globe in 1522. It was lovely to watch her against a backdrop of Berry Head as we continued to our next destination, Dartmouth.

Brixham's breakwater should be given a wide berth on approach as fishing boats can emerge from behind it



James Dale / Alamy



Paul Heinrich / Alamy

THE LOCAL PILOT
Brixham



PILOTAGE

This welcoming harbour is accessible at all times of the day and at all states of tide. Pilotage is straightforward, although beware of trawlers and ferries coming in and out of the harbour. There are also controlled areas in Tor Bay, mainly for swimmers and waterskiing and marked by buoys (May-Sept). There's good shelter but the outer harbour can become uncomfortable in north-westerlies.

On approach, the first sighting is of the long Victoria Breakwater at the end of which is a white lighthouse (Oc R 15s). Once rounded, you arrive at the main fairway which is marked by port and starboard buoys.

On either side of the channel are several swinging moorings, and as you progress you will see the modern trawlers and the walled fishing harbour to starboard. Opposite the fishing harbour is the marina.

The marina is conspicuous by a large wave screen. The eastern end is marked by two Fl G 5s vert lights, and the south-western end by 2 Fl R 5s vert. Most of the marina pontoons are accessed at the south-western side of the wave screen (A-F, with A being closest to the shore; G-I are accessed from the eastern end).

At the point where the wave screen is to port, the marina events pontoon is straight ahead and to the right of the events pontoon is the town pontoon, where the Heritage Trawlers are berthed. Further off to the right, there is an inner harbour with local drying moorings and a wall for repairs.

MOORING

The swinging moorings on either side of the main fairway are for local boats and not available for visitors. This is

also the case for the inner harbour. Anchoring is permitted to the north-west of the fairway, seaward of the moorings. It is uncomfortable in north-westerly winds and there can be swell if the wind is coming from the north or north-east. No anchoring allowed in the harbour itself. On arrival, contact the harbour office prior to entering the fairway. www.tor-bay-harbour.co.uk; 01803 853321; VHF: Ch 14 BRIXHAMHARBOUR.

MARINA FACILITIES

BRIXHAM MARINA

The 485-berth MDL marina found in the south-east corner of the harbour offers convenience and good shelter from south-westerly winds. Call ahead as it can be busy at peak times of the year. There are a range of facilities including wifi, laundrette, showers, waste and recycling, electricity, water, diesel (petrol is available in cans from the garage or alongside in Torquay) and chemical toilet disposal. There is a 50-tonne hoist. Gas is available from Bayside Marine Chandlery which delivers to the marina.

The marina also has an events pontoon which is shore linked. It is available for boats to raft up for events. There is no electricity or water but you can use the marina facilities. www.brixhammarina.co.uk; 01803 882929; VHF Ch 80 BRIXHAM MARINA.

TOWN PONTOON

Contact the Harbour Authority for availability, checking that your draught is suitable. The pontoon offers water and electricity and a place to leave your tender. There are no facilities but showers are available for a small donation from the local yacht club. Be aware of the depth at low water towards the shore side of the pontoon.

BRIXHAM YACHT CLUB

It has a number of options including two island pontoons which can accommodate four larger yachts (up to 40ft). Smaller craft can raft up. A water taxi service is available, otherwise you will need a dinghy to get ashore. www.brixhamyachtclub.com; 01803 853332.

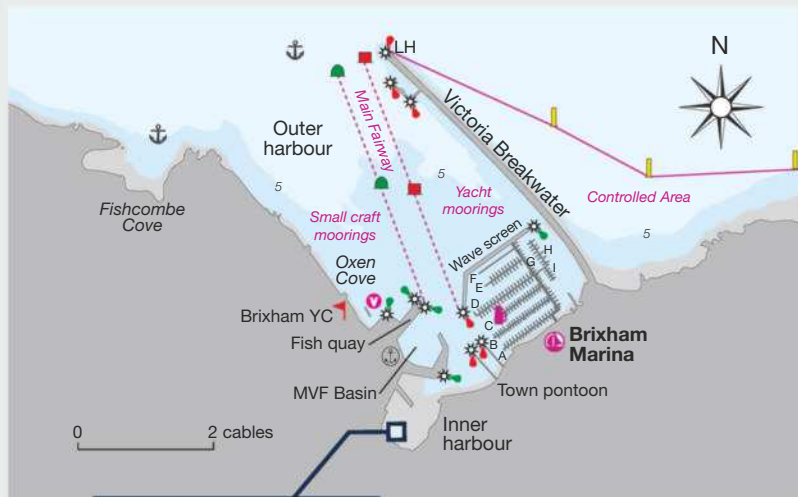
DAY SAILS

Torquay is just a short four-mile sail across the bay from Brixham. Either stay in the harbour or head to one of the anchorages beyond Hope's Nose at Hope Cove, Anstey's Cove or Babbacombe Bay.

Just 11 miles away is the beautiful River Dart, with its castles and colourful houses on either side. There is a wide choice of berthing up and down the river.

CHARTS AND GUIDES

Admiralty Leisure Folio 5602; Imray Chart Pack 2300; *West Coast Cruising Companion*, 8th edition, by Mark Fishwick (Fernhurst, £34.99).



Moorings in the inner harbour are not available to visiting yachts

YOUR CRUISING STORIES

Matt Donald set off with his partner Paige Grogan to sail around the world in May 2017. Follow their adventure at www.livingwiththetide.co.uk



Matt and Paige did a number of shakedown sails on their Contest 41 *Nova* before leaving the UK



The pair eventually spent two months cruising Scotland, including Armadale on the Isle of Skye



Falling in love with Scotland

Matt Donald and Paige Grogan find Scotland is the ideal place to start their round-the-world odyssey

Sailing Scotland in early spring was wonderful; an ideal way to start our global adventure. There are plenty of articles and videos about sailing in the tropics, with white sandy beaches and crystal-clear waters, but not half as many about sailing in beautiful Scotland. Constantly surrounded by green mountains, we often felt like we were sailing through the pages of a fantasy novel. Whether it was seals, deer, dolphins or the occasional whale, there was no shortage of wildlife. Scotland is rich with history, so you can often find yourself anchored beside castle ruins with no one else but the odd cuckoo around.

We bought our Contest 41 *Nova* at a small marina north of Oban in Loch Creran, a stunning part of the world surrounded by mountains and forest. After getting her ready

Loch Creran will always be special as it was where the pair first sailed *Nova*



for our trip with help from Ewan, the owner of the marina, we were ready to set sail at the start of May 2017. We decided to do a shakedown cruise with family, and planned to leave our mooring at Creran and sail up the Sound of Mull to Tobermory. We would then spend two nights there and fit the final parts of our Hydrovane, so that we could start making our way back towards Creran via Loch Aline and Oban.

A PLACE AWASH WITH COLOUR

We finally slipped our mooring on 27 April with family aboard for our first sail on our very own yacht. After spending the previous night planning, we knew we had to be underway no later than 0800 to catch the tide leaving the loch. Creran's entrance is a dogleg, which makes it a very sheltered loch but quite interesting to sail. The loch

is well buoyed and we managed to get out without any problems. We set course towards the Sound of Mull with a south-east Force 4 and before long, we'd shaken out the canvas and *Nova* began making good

Wildlife encounters are common while sailing Scotland



Scotland's exquisite mountains often left them feeling as though they were sailing through the pages of a fantasy story



speed. Once we'd made it to Lismore Light, we headed north-west up the sound towards Tobermory. We arrived just after 1430 following a good sail of 33 miles and picked up a swinging mooring.

Tobermory is a colourful place to visit. The story goes that one day, the owner of the Mishnish decided he wanted to repaint the front of his pub. Unfortunately, the only colour he had was bright yellow. Hoping no one minded, he painted the entire pub and went off to bed, expecting to be told he must repaint in the morning. The next day, to his surprise, he found all of the neighbouring buildings were being painted bright colours: the entire town loved the newly painted pub and decided to follow suit. We couldn't resist paying a visit, treating ourselves to a few pints and some pub grub in front of the fire.

Tobermory provides a colourful backdrop and some friendly hostelries



The next day, feeling a little worse for wear, we left the swinging mooring early and moored on to one of Tobermory Marina's pontoons. This allowed us to spend the day fitting the last parts to our Hydrovane, which we nicknamed Heidi.

PEACE AND QUIET

With our third crew member Heidi the Hydrovane installed, the following day we left Tobermory to head back towards Creran. Our first stop was just a few hours down the sound at the gorgeous Loch Aline, where we decided to anchor for the night. We were the only yacht there at the far end of the loch.

It was so peaceful that we could have spent days there. Unfortunately, our guests needed to get home, so the next day we upped anchor and carried on with our journey.

The next port of call was Oban again, only half a day's sail from Loch Aline, and we arrived in time for lunch. The wind had picked up considerably and after heading

Sailing in Scotland is often through crystal-clear waters



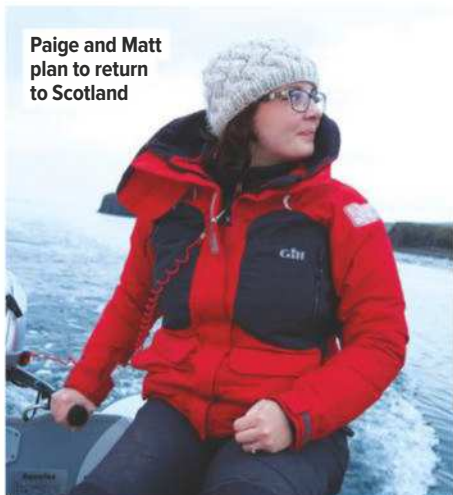
to the nearby island of Kerrera, we had an interesting challenge in picking up a swinging mooring.

Once we'd successfully secured *Nova* to the swinging mooring, we headed to shore. We decided to spend two nights at Oban before we headed north back to Loch Creran to say goodbye to our guests and start our adventure.

A week sailing this part of Scotland proved what we had already expected of the place: the views are amazing and the sailing super. After our family left, we spent another two months sailing the west coast, going round Skye and all the way out to the Hebrides.

We can definitely say it has been one of our favourite places to sail so far and would encourage everyone to go and visit to experience the views for themselves. Even with the rain and mist, it is still a lovely place to visit, and any dampness is worth it for the days when the sun shines and the dolphins play in your bow waves. It's safe to say we can't wait to visit again on our return to the UK.

Paige and Matt plan to return to Scotland



ZHIK Z-CRU JACKET

£115

With summer on the way, it's time to banish the thick winter jackets to a locker and break out the lightweight kit. Z-Cru jackets are lined with mesh and fleece panels for warmth and breathability and are available in a range of colours to make you and your crew look the part on board and ashore. They're fully waterproof and feature internal and external chest pockets and fleece-lined zipped handwarmers for cooler evenings.

www.zhik.com

**DOMETIC DSP INVERTER**

£123

It's not always possible to find 12V chargers for everyday equipment. It's also not always practical to be connected to shorepower all the time. If you want to run 240V kit on board, you'll need an inverter. Dometic has just launched its new range of inverters. The DSP inverters are available for a continuous output of 150-6,000W and the DSP-T premium range has four models from 1300-3500W. All the DSP-T models of the DSP rated over 600W have the option of a smart remote control and smart standby mode when no energy is required, reducing draw to 0.2A.

www.dometic.com

**SEAJET 015 UNDERWATER PRIMER**

£38.99

If your boat's not back in the water yet and you're struggling to remember what last year's antifoul was, good news! Seajet has launched a new underwater primer for coating bare or pre-antifouled hulls. As long as your hull isn't aluminium and as long as your old antifouling is not flaking off of course, you can apply the primer on top of your old antifoul, whether it was Teflon or a similar non-compatible antifoul. It saves the bother of having to remove the previous year's coating and also provides a good adhesion for the new antifoul. It's available in 2.5 litres or 750ml and is available from Seajet stockists.

www.seajetpaint.com

**VEHO PEBBLE ENDURANCE PORTABLE POWER BANK**

£99.50



This portable 15,000mAh powerbank for charging phones and tablets has an impressive capacity. In practice, I achieved seven full charges on an iPhone 5S, enough for a week-long cruise. Helpfully, you can check the pack's charge level with the LED screen. It took several hours to fully charge. It has two USB ports but you'll only get half the output if you charge two devices at once; the 2.1A max output is shared between the ports. The other issue was that the small charging cables (Micro-USB/USB-C) weren't attached and could be easily lost. You can use your own cable but the powerbank cannot be charged using an iPhone cable, making it necessary to carry an additional cable.

With a 15.4cm x 9.8cm x 2.9cm, 382g rubberised body, it felt very robust I liked the rubber covers for the output ports, and the LED torch was a nice touch. It felt solid enough that the odd drop wouldn't matter, and being IPX4 water resistant makes me more confident using it afloat. **TS**

www.veho-uk.com

**ARTICULATED RIB FENDER**

£15

If you've ever tried protecting your dinghy with traditional fenders, you'll know it's a thankless task as they just get pushed out of the way. Help is at hand from a rather funny-looking fender. Instead of lying flat on the round tube, the articulated fender follows the radius of the tube and hangs vertically. Made from a flexible rotomoulded PVC, the fender is flexible thanks to a central spindle and gaps between segments, so it articulates rather like vertebrae. At just 48cm long and 12cm in diameter, its flexibility means it will tuck into most lockers.

www.plastimo.com



QUANTUM 2 DOPPLER RADAR

£1,870

Raymarine is the latest manufacturer to add a Doppler raydome to its lineup. The Quantum 2 Doppler uses CHIRP pulse compression and weighs only 5.6kg (12.3lb). Designed for use with its Axiom range of MFDs, the Doppler target identification will colour moving targets green if they are going away from you, and red if they are coming towards you. The unit also

features Doppler-assisted MARPA: the unit will identify approaching targets and track them automatically. It also has a safety sector feature that highlights and colour codes any dangerous static targets.

www.raymarine.com



CLEANTOGLEAM

£7.50

This new range of cleaning products is formulated for the marine environment. As a professional boat, car and aviation valet, CleanToGleam's CEO Gary Winter could never find products that lived up to his expectation, so he developed his own. Whether you want to wash, wax or polish the exterior or clean the glass or fabric, there's a cleaner for you. There's also a cleaner for RIBs that can be used on inflatables and vinyl covers. To round off the range, Gary has developed a deodoriser that wouldn't go amiss after a beer and curry-filled weekend on the boat. Products start at £7.50.

www.clean2gleam.com



DIESEL DIPPER

£540



Most fuel-polishing systems use the existing fuel supply line from the tank but this is usually raised off the bottom of the tank, allowing water and gunk to remain undetected. The Diesel Dipper uses its own feed pipe, close to the bottom of the tank, installed from the top. It is 440mm x 185mm x 150mm, runs off a 12V supply or when the engine is in use. The clean diesel exits the top of the separator and through a 40-micron washable stainless-steel filter before returning to the top of the tank. Any water removed from the tank can be drained. www.marine16.co.uk

DUBARRY X LT DECK SHOE

£169

When buying deck shoes, you face a choice between traditional moccasins that look the part but lack support and cushioning, or modern deck trainers that cover the sporty angle but are not understated. I've been wearing Dubarry's Commodore X LT moccasin deck shoes for a couple of months now and they represent a happy medium. Available in various colours, their key selling point is that they are, as the name suggests, extra light. I can vouch for this, as they are roughly half the weight of my previous deck shoes. Despite this, they still have a good degree of cushioning in the sole and are firm enough to give my foot some support, with the three-hole lacing keeping them secure on my foot.

The DryFast-DrySoft leather was pretty tough to begin with, particularly around the padded collar, so they took a bit of wearing in, but they fit like a slipper now. They lack drain holes, but the leather does dry quickly. The standard Dubarry non-slip, non-marking sole gripped well on deck and had good flex. I liked the fact that the stitching is well recessed into the sole, as this is where most deck shoes wear out first. **TS** www.dubarry.com



LIGHTHOUSE SOFTWARE UPGRADE

FREE

If you own a recent Raymarine MFD (Axiom, eS and gS), you can upgrade to the latest version of its operating system for free. Not only could you connect your Netflix and Spotify accounts to the unit, you can also connect it to Theyr weather apps. You'll also get features like a new tide and current page, a 'find my nearest' feature and the ability to set the brightness of all compatible Raymarine-networked instruments. Other features are Axiom only, like the Bluetooth audio out and GRIB weather views.

Updates can be downloaded via the Raymarine website or the unit's built-in wifi. www.raymarine.com



AFFORDABLE COASTAL WATERPROOFS

*Sailing waterproofs needn't break the bank.
YM put seven sets of inshore and coastal
oilskins under £350 to the test*

Words Theo Stocker Pictures Graham Snook





MUSTO
BR1 Inshore

GUL
Vigo Coastal

HENRI LLOYD
Wave

GILL
OS3 Coastal

DECATHLON
Tribord 500

ZHIK
Kiama

HELLY HANSEN
Pier

Let's be honest: while we might think we need oilskins that can fend off the fiercest ocean storm, in reality, most of us choose to sail in the warmer months. If a nasty forecast is coming our way, we're more likely to be found holed up in the nearest harbour or pub than plugging to windward into the teeth of gale.

If you are a coastal cruising sailor, you may decide that inshore waterproofs will do what you need for most of the time, keeping the worst of the weather out without being too bulky or too hard on the wallet. We've chosen sets of oilskins that all come in at under £350 for the jacket and trousers together. If you're after something more heavyweight, we'll be testing offshore waterproofs later in the season.

The good news is that there's plenty of choice out there, and it's a segment of the market that's seeing lots of innovation as manufacturers compete to stay a step ahead. It's not long since only top-end waterproofs were breathable, with entry-level sets being impermeably sweaty. The sets we tested were all breathable, utilising own-brand fabric rather than branded cloth like Gore Tex. We've included minimum waterproof ratings (the water pressure the fabric can withstand in millimetres) though most claim to exceed this.

As soon as the jackets arrived in our office, it was clear the suits fitted roughly into one of two categories. Some were fairly substantial garments including many of the features you'd expect to see on offshore waterproofs, while others had taken a more minimalist approach, giving some protection while keeping things lightweight and simple. Personal taste will dictate which you prefer.

HOW WE TESTED THEM

We picked a range of the latest coastal waterproofs on the market, lined them up and compared the details and features we did and didn't like. We looked at the fabric used and the overall feel and quality of the garment; the hood and collar; internal and

external pockets and handwarmers; zips and closures; lining and fit adjustment, cuffs and seals. We also tested both men's and women's versions of each suit where available.

We then went out sailing and spent time wearing each of the suits to get a feel for the fit and articulation offered, as being able to move freely without feeling encumbered is an important factor. We wore lifejackets over the top so we could see if the pockets were still accessible and played around with the hoods, collars and cuffs to find out how easy and effective all of the features were to use.

Finally, we donned grey t-shirts under the waterproofs to show any damp spots effectively and then poured a large bucket of water from a metre above the wearers' heads while hosing down from the front, behind, in the face and around the cuffs.

We've been using them out on the water over the start of the season to give us more of an idea of how they hold up in the real world. Longevity over a few seasons' use was the only factor we couldn't test.

THE TEST SEE OVER LEAF →



After a thorough soaking, we measured the area of wet fabric on the grey t-shirts worn underneath



MUSTO BR1 INSHORE

JACKET £175 SALOPETTES £175

Musto's BR1 inshore jacket and salopettes were the most lightweight design on test, reflecting the fact that this is very much an inshore rather than coastal jacket, selected in order to come in under the price point. Despite this, it is an extremely comfortable and well-made jacket that should be plenty for day sailing in anything but awful conditions. Other than fit, the men's and women's jacket and salopettes both offer the same features.



For lightweight waterproofs, the BR1 did well to keep most of this deluge out

JACKET

With no external storm flap, the jacket has a waterproof zip and internal storm flap, which kept water out. A fleece-lined mid-height collar contains a roll-away hood with a small peak, volume adjustment and side adjusters. We liked the hi-vis yellow detail on the collar. There are just two external pockets with zip closures and fleece handwarmer linings. The single cuffs are adjustable but lack inner cuffs. Inside, it was good to see two zipped chest pockets for keeping phone and keys, and the jacket and hood has a simple mesh liner. There is drawstring adjustment at the hem but not around the waist.

SALOPETTES

These felt solid. A chunky two-way YKK zip closure at the front has a large inner gusset to keep water out and there is good reinforcement on the knees, seat and around the heel of the trousers. The ankles have Velcro strap closures, the waist



SPECIFICATIONS

TECHNOLOGY Musto BR1

WATERPROOF 5,000mm

EXTERNAL POCKETS
2 handwarmers

INT POCKETS 2 zipped

LINING Nylon & mesh

WOMEN'S VERSION Yes

WEBSITE www.musto.com

is adjustable and the shoulder straps are fabric covered, elasticated with Velcro adjustment. The salopettes have one generously sized cargo pocket on the thigh and there's a strap to secure a knife pouch.

TEST VERDICT

Our water test showed that the jacket let in some water around the neck and cuffs, but this is

perhaps to be expected on such a lightweight jacket. The suit afforded a good degree of movement and flex and was shorter in the body than others, giving it a modern appearance but perhaps slightly less protection. With fewer features than some of the others, this set offered little bulk. These would make very good summer sailing waterproofs.



Do you want lightweight and flexible waterproofs, or something that makes you feel warm and secure inside?

GUL VIGO COASTAL

JACKET £185 SALOPETTES £150

It might not be the first name that springs to mind for yachting waterproofs but Gul have been making wetsuits, dinghy gear and waterproofs for years. Their Vigo Coastal jacket and salopettes represent the top of the line for their yachting kit and are well worth a look. Without breaking the bank, this suit punches above its weight with the number of features it includes, representing a serious set of oilskins.



The roll-away hi-vis peaked hood has zipped stowage

JACKET

Gul's GCX2 waterproof and breathable fabric has a soft feel to it. With more traditional styling than other suits, the red and navy colour is nicely understated. The jacket has an easy fit that left room for an extra layer or two underneath. It closes with a two-way zip and an outer storm flap, as well as a chin guard over the top of the zip and wider storm flap at the top to seal the collar. It has two large cargo pockets with fleece-lined handwarmer pockets behind, and additional waterproof-zipped pockets above these. There is an elasticated hem adjuster and reflective patches on the shoulders and chest. It is one of the few jackets to feature lifejacket loops either side of the zip. Inside, we liked the warm brushed mesh liner.

For a coastal jacket, the fleece collar is high and warm, with a roll-away hi-vis peaked hood inside zipped stowage. The sleeves have double cuffs with an inner rubberised cuff to seal.



We like the drop seat salopettes of the Gul Vigo

SPECIFICATIONS

TECHNOLOGY GCX2

WATERPROOF 5,000mm

EXTERNAL POCKETS

3, plus handwarmers

INT POCKETS 2

LINING Brushed mesh

WOMEN'S VERSION

Dropseat

WEBSITE www.gul.com

SALOPETTES

The women's salopettes have a drop-seat design to make calls of nature easier, while the men's have a two-way zip protected by a Velcro storm flap. Both sets of trousers have a nylon lining and a zipped inner pocket, as well as two large thigh cargo pockets. The ankles close with a narrow Velcro fastening, shoulder straps with elastic with Velcro fastening.

TEST VERDICT

We liked the amount of space the jacket has and the articulated sleeves for easier movement. In the water test, only a small amount got in through the neck and none through the cuffs. It has a great level of detailing and felt like a serious sailing jacket that would stand up to most weather. Some of the stitching appeared slightly weak though.

HENRI LLOYD WAVE

JACKET £169 SALOPETTES £125

Henri Lloyd have produced a simple but solid set of oilskins that don't have extraneous features but will keep the worst of the weather out. Using a heavier fabric than some of the others but with only two external handwarmer pockets, it's great if you want to be waterproof without the fuss of a big jacket.

JACKET

A conservatively styled jacket, the Wave includes a photo-luminescent reflective chest patch, lifejacket loops either side of the zip and a hi-vis hood. The hood has a stiffened peak but is sadly only adjustable at the sides. The collar was one of the highest on test with lovely thick fleece that kept the cool spring breeze at bay. The zip is covered with a decent storm flap and the hem has an adjustable draw cord. The cuffs sealed well with an internal rubberised cuff and an adjustable outer cuff. The handwarmer pockets are closed

with waterproof zips but do not have drainage. Inside, there is a single chest pocket with Velcro closure, so we felt it was lacking in the number of pockets. It has a nylon taffeta lining and allows a good range of movement.

SALOPETTES

The Wave Hi Fit salopettes were heavier and felt tougher than other salopettes on test, but were some of the most basic in terms of features. The zip doesn't have a storm flap but has a good gusset inside. They are well reinforced on the knees,



Very little water got in around the neck and cuffs of this set



Henri Lloyd produced a solid and simple set of quality foulies

SPECIFICATIONS

TECHNOLOGY TP1

WATERPROOF 10,000mm

EXT POCKETS 2 zipped

INT POCKETS 1 Velcro

LINING Nylon

WOMEN'S VERSION Yes

WEBSITE

www.henrilloyd.com

seat and around ankles; the latter have good wide Velcro closure. The waist is elasticated but not adjustable. These were the only trousers to have elastic shoulder straps with the old-fashioned sliding buckles, which now seem rather fiddly to adjust. There's no cargo pocket on the leg. If you're not fussed about the details, these trousers have very little to go wrong and will probably last very well.

TEST VERDICT

A good balance of a well-fitting suit that still has enough space to move and add layers underneath. It would have been nice to see a few more pockets. In the water test, there was minimal ingress at the neck and no leaks at the wrist. This set was comparable to the Musto suit for features but tailored to a higher level of protection with heavier construction.



Good waterproofs were a necessity in the squally spring conditions

DECATHLON TRIBORD 500

JACKET £79.99 SALOPETTES £69.99

French brand Decathlon have been steadily increasing their presence in the UK with their ubiquitous blue and white stores springing up around the country. They offer equipment for virtually every sport under the sun, all developed in house. They don't sell through normal chandlers though, so aren't the first name to come to mind for sailing gear. Despite this, they have developed an impressive range of sailing kit under the Tribord brand. It looks and feels the part and has clearly been very well thought through.

JACKET

The jacket comes with in dsitinctly different men's and women's versions. The styling is different, but the key features are all the same. There is also an insulated 'parka' version of the jacket on offer.

The jacket is made of solid-feeling fabric and has a large reinforcement patch over the seat. A plastic zip is covered by a good storm flap and there are two large cargo pockets, with two zipped handwarmer pockets above them on the chest; sadly these weren't very accessible when wearing a lifejacket. The collar comes level with the ears and has a cosy fleece lining as well as providing stowage for a same-colour peaked hood (contrast colour for women's). The hood is three-way adjustable for the peak, volume and sides. Double cuffs did a good job of keeping water out, though the rubberised inner ones felt slightly cheap. Inside, the jacket was lined with mesh and had two zipped pockets.



Tribord ticks most of the boxes with these oilskins

SPECIFICATIONS

TECHNOLOGY Dual-layer hydrophilic fabric

WATERPROOF 10,000mm

EXT POCKET 2, plus zipped handwarmers

INT POCKETS 2 zipped

LINING Nylon & mesh

WOMEN'S VERSION Yes

WEBSITE

www.decathlon.co.uk

SALOPETTES

The trousers were made of the same fabric, with fabric-covered Velcro straps. This was the only set to have chest handwarmer pockets on men's and women's – a great feature. The women's were drop seat but didn't have an adjustable waist. The men's had Velcro adjustment straps on the back. Ankle cuff closures gave a good adjustment.

TEST VERDICT

These oilskins stood up well to the water test, only letting in a small amount of water through the neck and cuffs. For a set of waterproofs that cost half as much as anything else on test, these felt remarkably good quality with all the features you'd want, with only a few details giving the game away, like lining and wrist seal fabrics.

**BEST
BUDGET
BUY**

The pink hood may not be to everyone's taste but it's a good jacket nonetheless

GILL OS3 COASTAL

JACKET £175 SALOPETTES £130

Designed as the entry point to Gill's technical offshore waterproofs, the OS3 range uses many of the features developed for the more high-end oilskins, but in a package that is less bulky and more affordable. The styling has been updated for 2018 but you won't look ostentatious in these understated waterproofs. They are made with Gill's OS3 two-layer fabric.



Safety features like a hi-vis hood and reflective strips are a good addition

JACKET

Men's and women's jackets were virtually the same, just with slight differences in fit and in the colours on offer. A double storm flap protects the zip with a wider patch to cover the chin and seal the collar. The high-cut collar is fleece lined, into which the hood rolls. This is hi-vis and lined with nylon and is adjustable at the sides and on the top for volume. Outer cuffs protect adjustable inner rubberised cuffs. Inside, the jacket is nylon lined but with some patches of mesh for ventilation, and there is one zipped internal pocket. While the jacket has no external chest pockets, it does have large cargo pockets and fleecy handwarmer pockets behind. These don't have zips or Velcro, which means you can't store anything in them, but we liked the fact that there's nothing to chafe cold and wet hands when using them. There is no waist adjustment but there is an adjustable elastic hem.



SPECIFICATIONS

TECHNOLOGY	OS3 2-layer fabric
WATERPROOF	>10,000MM
EXTERNAL POCKETS	2, plus 2 handwarmers
INT POCKETS	1 zipped
LINING	Nylon & mesh
WOMEN'S VERSION	Yes
WEBSITE	www.gillmarine.com

SALOPETTES

The salopettes are the same for men and women, with no drop-seat option – you'll need the next model up – but have different fits. The trousers are reinforced on the knees and seat but not at the heel, and the ankle closures have a buckle to give some purchase for the Velcro strap. It's a shame these didn't have pockets. The waist is elasticated at the back but not adjustable.

TEST VERDICT

These felt very well made and the jacket offered all of the features we would expect. The salopettes were disappointing in their simplicity but it does make them less bulky. We found the fit to be slightly short in the women's sizes which limited movement a little, so perhaps take a size up. In the water test, a little water got in through the collar and cuffs but performed relatively well.

ZHIK KIAMA

JACKET £175 SALOPETTES £159

A relatively new Australian brand that set about creating high-performance clothing, Zhik comes from a sports background. The jacket and salopettes are its entry-level waterproofs and follow Musto's minimalist approach, albeit with a slightly heavier fabric and a few features for comfort. It's a well-fitted suit of oilskins that looks modern and feel great to wear. Zhik claims its fabric has been developed to remain waterproof and breathable for much longer than other similar fabrics.

JACKET

The jacket is well fitted and has good long sleeves so the cuffs don't ride up. It lacks reflective patches and the hood is the same colour as the jacket – the plus side is that you could wear this ashore without looking like a washed-up mariner. The hood has a stiff peak and is adjustable on top and at the sides. It rolls neatly up and rather than sitting inside a pocket, the collar has a narrow flap that Velcros over the hood to keep it secure. The hood also has a warm microfibre lining. The mid-height collar has microfibre lining too, as do the zipped handwarmer pockets, which are the only external pockets. Inside, the jacket has a soft mesh lining for some warmth and one small zipped pocket for a phone. The single outer storm flap closes with Velcro patches, making it easier to undo than one continuous strip. The hem has an elastic draw cord. The jacket has a single cuff but the inside face has rubberised material for a good seal.



SPECIFICATIONS

TECHNOLOGY	2-layer fabric
WATERPROOF	>5,000mm
EXTERNAL POCKETS	2 handwarmers
INT POCKETS	1 zipped
LINING	Warm mesh
WOMEN'S VERSION	Jacket yes, salopettes no
WEBSITE	www.zhik.com

SALOPETTES

A modern fit makes these more stylish. The neoprene shoulder straps thread straight into the front of the salopettes where they're held on both sides by internal Velcro. The nylon lining in the legs helps the trousers slide on and there are two good cargo thigh pockets. These unisex salopettes have good reinforcement on the heel, knees and seat.

TEST VERDICT

These were popular on the test for the fit, styling and movement. The wrist was only moderately sealed and the neck let in a small amount of water. The fabric was perfectly waterproof but the outer material seemed more absorbent than others, rather than making the water bead up and run off. These are excellent waterproofs that will cope well with moderate conditions.

**BEST
ON TEST
RUNNER
UP**

While a hi-vis hood would have been good, this one snuggled down well



We put the waterproofs through their paces in a range of activities and conditions

HELLY HANSEN PIER / PIER 2

JACKET £170 SALOPETTES £140

A set of oilskins that aims for full protection despite being lighter weight, the Helly Hansen Pier outfit has the greatest range of features of the jackets tested. As well as Scandinavian styling, HH have created a good all-round jacket. Men's and women's come in different styles and fits but do not include a drop seat.

JACKET

With a fairly high microfleece-lined collar, long body and waist, and hem adjustment, the Pier jacket gave protection without

restricting movement. The hood is hi-vis yellow, rolls away into the collar, has a mesh liner and has adjustment at the sides and back. The double cuff kept water out, as did the storm flap over the zip, and there are reflective patches on the sleeves but not the shoulders or hood. This is the best jacket for pockets, with two main cargo pockets and fleece-lined handwarmer pockets behind, and another pair of handwarmer pockets on the chest. The single internal zipped pocket is accessed at the top rather than the side – more secure but harder to access. The soft mesh liner felt cosy but did snag on the Velcro when taking it off. Reinforcement was good on the seat and elbows.

SALOPETTES

The Pier 2 salopettes are a little more basic than the jacket, offering a single cargo pocket on the thigh and an elasticated waist but with no adjustment. The body of the salopettes is high and the shoulder straps



Good protection, lots of pockets and a comfortable fit makes the Pier jacket our winner

SPECIFICATIONS

TECHNOLOGY Helly Tech Performance 2-layer fabric

WATERPROOF >10,000mm

EXTERNAL POCKETS

2, plus 4 handwarmers

INTERNAL POCKETS 1

LINING Mesh

WOMEN'S VERSION Yes

WEBSITE www.hellyhansen.com



The hi-vis hood had good adjustment and offers lots of protection

elastic, securing back on to themselves with Velcro. Reinforcement on knees and seat felt tough, the ankles closed with Velcro but aren't reinforced. The two-way zip (also on the jacket) is covered by a storm flap.

TEST VERDICT

The Pier jacket and Pier 2 salopettes performed well in the water test. No water got in past the inner cuffs and only the

smallest amount got in through the neck. They gave a good range of movement and fitted nicely without acres of spare fabric. With a good range of features, some decent safety points and solid protection, this was our favourite. It would have been nice to see handwarmer pockets and an adjustable waist on the salopettes for the perfect outfit. A rugged all-round, all-weather jacket at a fair price.

**BEST
ON TEST**

CONCLUSION

Even with a budget of £350, there are some remarkably good sets of oilskins on the market. Different brands have focused on different kinds of waterproofs at this price point: Musto and Zhik have gone more lightweight; Henri Lloyd sit in the middle with heavier construction but minimalist design; Gill, Tribord, Helly Hansen and Gull have gone for pared-down versions of their offshore kit. It's up to you to pick what's important to you, although for inshore and coastal sailing, we liked



Our waterproofs testing platform was a Hanse 388

the suits that had at least some cargo pockets and some handwarmer pockets. On this score, the Helly Hansen, Gill, Gul and Tribord did very well.

All the suits used own-brand fabric, all made to be waterproof and breathable, and all use fully taped seams. Have a look at the fabrics waterproof rating – this will have an impact on how prolonged a soaking you can endure before you feel damp.

The big surprise from our test was how well Decathlon did with its Tribord 500 jacket. If the brands were not marked on the clothes, it would be very difficult to tell that this one is half the price of the others. We think this brand will be making waves in the sector if it's longevity is up to scratch.

We liked the Musto a lot and it would be a great set of



Need a shower? Our hose-down test looked for any waterproofing weak spots

waterproofs for the summer, but for our money, Helly Hansen ticked the most boxes: lightweight and stylish, robust waterproofing, excellent protection, plenty of pockets and performed well in the water test. Its only weak spot was the rather basic salopettes.

Finally, it was a close call for the runner-up position.

The Gill, Gul, Henri Lloyd and Zhik suits were all in strong contention. In the end, the super comfy Zhik Kiama narrowly pipped the Gill OS3 Coastals to the post. Surprisingly effective seals and a few nice details made them a pleasure to wear. Gill were solid and had a good level of features that put it just ahead of Henri Lloyd.

WITH THANKS TO INSPIRATION MARINE FOR PROVIDING THEIR HANSE 388

AS YACHTING MONTHLY'S TEST BASE FOR THIS ARTICLE. WWW.INSPIRATIONMARINE.CO.UK



See YM Dec 2017 for our full test of the Hanse 388

HORNBLOWER AND THE HOTSPUR

First published by Michael Joseph in 1962, this edition is from *Mr Hornblower*, the three-volume set recently published by the Folio Society. Each volume includes an introduction by Bernard Cornwell and additional short stories. This edition of *The Hornblower Saga (Set 1)* by C.S Forester, illustrated by Joe McLaren, is available exclusively at www.foliosociety.com.



Pilotage with Hornblower

Hands rushed aloft. In the gentle night, the vibration of the shrouds as 50 men ran up the ratlines could be distinctly heard.

‘Send the topgallant masts down!’

Hornblower had altered the silhouette of the *Hotspur* as entirely as he could. With only her fore and aft sails and her main course set, and her topgallant masts sent down, even an experienced seaman on this dark night would have to look twice or thrice to recognise what he saw. Hornblower peered at the chart in the faint light of the binnacle. He concentrated on it, to find the effort unnecessary. For two days now he had been studying and memorising this particular section; it was fixed in his mind and it seemed as if he would be able to visualise it to his dying day – which might be today. He looked up to find, as he expected, that exposure to that faint light had temporarily made his eyes quite blind in the darkness. He would not do it again.

‘Mr Prowse! You can keep your eye on the chart from now on when you think it necessary. Mr Bush! Choose the best two hands you know with the lead and send them aft to me.’ When the two dark figures reported, Hornblower gave them curt orders. ‘Get into the mainchains on each side. I don’t want you to make a sound more than you can help. Don’t make a cast unless I order it. Haul your lines in, then let them out to four fathoms. We’re making 3 knots through the water and when the flood starts, we’ll be making next to nothing over the ground. Keep your fingers on your lines and pass the word quietly about what you feel. I’ll station hands to pass the word. Understand?’

‘Aye aye, sir.’

Four bells struck to mark the end of the second dog watch.

‘Mr Bush, that’s the last time I want the bell to strike. Now you may clear for action. No, wait a moment if you please. I want the guns loaded with two rounds of shot each and run out. Have the quoins in and the guns at extreme depression. And as soon as the men are at their quarters, I don’t want to hear

Hotspur was suspended in the darkness, less than a yard of water under her keel

another sound. Not a word, not a whisper. The man who drops a handspike on the deck will get two dozen. Not the slightest sound.’

There was a roar and a rattle as the hands went to their quarters, as the gunports opened and the guns were run out. Then silence closed in on the ship. Everything was ready, from the gunner down in the magazine to the lookout in the foretop, as

the *Hotspur* reached silently down to the southward with the wind one point abaft the beam.

‘One bell in the first watch, sir,’ whispered Prowse, turning the sandglass by the binnacle. An hour ago, the flood tide had started to make. In another half hour, the clustered coasters to the southward, huddled under the batteries at Camaret, would be casting off; no, they would be doing that at this moment, for there should be just enough water for them. They would be sweeping and kedging out, to run with the flood up the dangerous Toulinguet Passage, round the point and up the Goulet.

Hornblower was hoping, in fact he was confident, that the *Hotspur* had not been seen to turn back to stop this bolthole. She drew 6ft of water less than any frigate, hardly more than the big chasse-marées, and were she boldly handled, her arrival among the rocks and shoals of Toulinguet would be totally unexpected.

‘Two bells, sir,’ whispered Prowse. This was the moment when the tide would be running at its fastest, a 4-knot tide, rising a full 30ft, racing up through Toulinguet Passage and round the Council Rocks into the Goulet. The hands were behaving well; only twice had restless individuals started skylarking in the darkness, to be instantly suppressed by stern mutterings from the petty officers.

‘Touching bottom to starboard, sir,’ came a whisper from the gangway, and instantly afterwards, ‘Touching bottom to port.’

The hands at the leads had 24ft of line out between the leads and the surface of the water, but with the ship moving gently in this fashion, even the heavy leads trailed

Cecil Scott Forester (1899-1966, real name Cecil Louis Troughton Smith) quit medical training in his early twenties to become a writer. During the Second World War, Forester worked for the Ministry of Information. On a mission to the Bering Sea, he was crippled with arteriosclerosis.



OVER THE TOP

£10.99

Adrian Flanagan, Adlard Coles

'What started out as a singlehanded voyage had become anything but.' A solo circumnavigation had been Adrian Flanagan's dream since he was 15 and read Francis Chichester. His story begins with intense individualism; separating from his wife, determined to achieve something unique, swept overboard after neglecting his promise to wear a harness. It develops much more interestingly as he is forced to accept his dependence on others; on his yacht *Barrabas*, on his ex wife Louise, on all the people who enable his passage westwards round the Horn and through Russia's Northern Sea Route. Even the murder of dissident Litvinenko may have contributed to achieving the necessary permissions. Flanagan's reflections on his journey are impressively honest.



behind to some extent. There must be some 16ft only – 5ft to spare.

'Pass the word. What bottom do you feel?'

In ten seconds, the answer came back. 'Sandy bottom, sir.'

'That must be well off Council Rocks,' whispered Prowse.

'Yes. Quartermaster, one point to starboard.'

Hornblower stared through the night-glass. There was the shadowy shoreline just visible. Yes, and there was the gleam of white, the gentlest of surfs breaking on Council Rocks. A whisper from the gangway.

'Rocky bottom, sir. We're hardly moving over the ground.'

So *Hotspur* was now stemming the rising tide, hanging suspended in the darkness, less than a yard of water under her keel, the tide rushing past her, the wind thrusting her into it. Hornblower worked out problems in his head. 'Quartermaster, two points to port.'

It called for nice calculation, for now *Hotspur* was braced sharp up – twice the staysails had flapped in warning – and there was leeway to be allowed for as *Hotspur* crept crabwise across the tide.

There would be water enough now for the coasters to negotiate the shoals off Rougaste and to enter the channel. It could not be long now, for the tide flowed for no more than four and a half hours and the coasters could not afford to waste time – or so he had calculated when he made his suggestion to Pellew, for this moonless night with the tide making at this particular moment. But it might, of course, all end in a ridiculous fiasco, even if *Hotspur* did not touch on one of the menacing rocks.

'Look, sir! Look!' said Bush. 'One point before the beam!'

Yes. A shadowy shape, a darker nucleus on the dark surface. More than that; the splash of a sweep at work. More than that; other dark shapes beyond. There had been 50 coasters by the last intelligence, at Camaret, and the chances were that they would try the run all together.

'Get down to the starboard battery, Mr Bush. Warn the guns' crews. Wait for my order, and then make every shot tell.'

'Aye aye, sir.'

Despite the precautions he had taken, *Hotspur* would be far more visible than the coasters. She should have been observed from them by now, except that the Frenchmen would be preoccupied with their problems of navigation.

'Ah!' There was a yell from the nearest coaster, a whole series of hails and shouts and warnings.

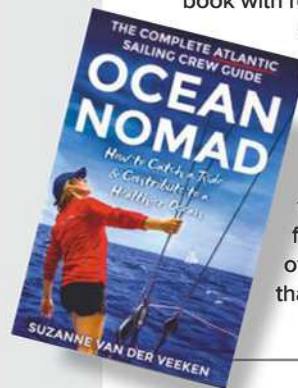
'Open fire, Mr Bush!'

OCEAN NOMAD

£24.50

Suzanne van der Veeke, Oceanpreneur Publishing

It's not essential to be super-cool and feeling the vibe to enjoy this book – but if you have aspirations in that direction, download this at once. Suzanne van der Veeke has used her own experience to write – and crowdfund – a practical guide to hitch-sailing across the Atlantic. It's a highly organised and helpful book with routes, ports, websites, and even some of the bars you should hang out at or go dock-walking to find your ride. Clear thinking and attention to detail make van der Veeke's work potentially useful to any captain or crew member preparing for an ocean passage. Her passion for conservation and sustainability offers insight to a 'vagabond' lifestyle that is also socially responsible.



NORTH SEA PASSAGE PILOT

£32.50

Brian Navin, Imray, 6th edition revised,

This indispensable guide to crossing the southern North Sea and coastlines from Great Yarmouth to Dover and Calais to Den Helder has put on weight in its 30 years of existence. Chatty half sentences about the need to sail 'hard on the wind' have been trimmed and replaced with strategic advice for the

correct crossing of TSSs and DWRS with updated regulation like the need to activate ATIS-enabled VHF radio when entering the inland waterways.

This revision of the sixth edition bulges with information on new wind farms, details of changed traffic separation schemes and updated contact details for ports and services. The sea hasn't changed; it's the people.



FIND ME A... 30-35ft circumnavigator FOR £35-£45K

Duncan Kent, yacht tester for 25 years, presents a selection of older yachts capable of sailing round the world



Jack started sailing in the family's Westerly Konsort as a teenager and now, at 28, the passing of his grandma has left him with a windfall to add to what he's been saving for – to sail around the world.

Along with the savings from his girlfriend Mina, who shares his dream, the couple have a conservative budget of £45,000 and expect to pay around £35K for the boat, leaving £10K for refitting and essential bluewater cruising equipment such as windvane self-steering, solar panels, wind generator, new batteries and modern navigation instrumentation

including radar, AIS and an EPIRB.

While there are plenty of 30-35ft cruising yachts currently on the market, many of them are tired and need new standing rigging, sails and engine. That said, there are good boats out there that have been loved and looked after. Those that are well used have most likely been



Sadler 34



Rival 36



Vancouver 32

well maintained too, so don't be put off by yachts that have crossed oceans or even circumnavigated before, as their owners will have had to keep them properly seaworthy.

Some might consider 30-35ft too small for world cruising, but that has been disproved over the years. Bigger might be better for coastal cruising with friends, but maintenance costs rise exponentially with every extra foot. A boat this size should be more than enough to carry this young couple off on the adventures of which they dream.



A pretty sheer and well-balanced overhangs typify the now-classic Nic 35

NICHOLSON 35

PRICE £20-£35,000 YEAR 1971-1985

Now somewhat legendary, the tough and dependable Nicholson 35 first appeared in 1971 and between then and 1985, some 228 boats were launched. Built to Lloyd's specifications with a hand-laid solid GRP hull, she boasts a fully encapsulated lead fin keel and full-depth skeg. She has an alluring sheer with nicely balanced overhangs, giving her bows a powerful go-anywhere look, while her low-profile coachroof blends pleasingly into the decks.

Compared to today's modern cruiser, the Nic 35's accommodation is somewhat limited due to her relatively narrow beam and pinched ends, but what there is has been used intelligently and makes for a good working environment on long passages. The need to pass through the heads to reach the forecabin can be inconvenient with guests on board but for two people cruising, these minor

irritations are more than compensated for with the high quality and solidity of the fittings and joinery, and the availability of safe sea berths on passage.

The main saloon is comfortable with 1.88m/6ft 2in headroom. A U-shaped dinette makes a narrow but long double in port and the 1.92m/6ft 4in-long starboard settee a great sea berth, although many were fitted with one or two pilot berths above the settee backs instead of lockers.

The galley boasts a huge coolbox, full-size gimballed cooker, deep sink and plenty of stowage. A crash bar, bum strap and bulkhead pole make it a great working galley at sea. Opposite is a large aft-facing chart table with instrument mounting space on a half bulkhead separating it from the watch seat and wet locker further aft. A few boats had a forward-facing chart table and roomy quarterberth instead.

SPECIFICATIONS

LOA 10.76m (35ft 3in)

LWL 8.20m (26ft 9in)

BEAM 3.20m (10ft 5in)

DRAUGHT 1.70m (5ft 6in)

DISPLACEMENT

8,013kg (17,630lb)

DESIGNER

Camper & Nicholson's

BUILDER Camper & Nicholson's

OWNERS ASSOCIATION N/A

The cockpit is deep and secure, if a little confined by modern standards



The watertanks are under the sole above the keel, not under the saloon settees as with many modern craft. Small portlights and hatches mean natural light and ventilation might not be so plentiful as on a newer boat, but then there is less opportunity for leaks.

Her cockpit is business-like – not over wide but with high coamings to support the crew securely and keep them dry. She also has a high bridge deck to stop water going below should a wave find its way into the cockpit and very deep cockpit lockers.

The mainsheet track is within reach of the helmsman, just forward of the pedestal, but getting to the primaries entails climbing over the seats from behind the wheel.

Her masthead sloop rig has a keel-stepped mast and is stout and uncomplicated, with twin lower shrouds and a removable inner forestay for a storm jib. Post-1975 models had a taller mast option (51ft as opposed to 45ft), increasing the sail area considerably. No doubt most will now have the control lines led aft into the cockpit for



A C-shaped settee and an aft-facing chart table make for a seaworthy saloon

safer shorthanded sailing.

Under sail, the Nic comes into her own. She has a very positive helm, although she can be prone to weather helm if over-pressed. Her performance under sail is well mannered and drama free, although her large (145%) genoa can take some sheeting

in (don't leave the inner forestay on). Her high bows part the waves with a gentle motion and her deep, longish keel keeps her tracking dead straight in a following sea. She won't break any speed records, averaging around 5 knots on a long passage, but she'll always get you there safely and in comfort.

SADLER 34

PRICE £20-£35,000 YEAR 1983-1997

SPECIFICATIONS

LOA 10.59m (34ft 9in)

LWL 8.48m (27ft 10in)

BEAM 3.27m (10ft 9in)

DRAUGHT

(Fin) 1.77m (5ft 10in)

DISPLACEMENT

5,818kg (12,800lb)

DESIGNER Martin Sadler

BUILDER Sadler Yachts

OWNERS ASSOCIATION

www.sadlerandstarlight.co.uk



With a comfy motion and predictable handling, this is a good boat for long-distance cruising

The Sadler 34 evolved from the 32 and while the 32 was a tough, capable seakindly yacht, the 34 offers much more in the way of accommodation thanks to her wider beam.

Apart from being pretty, the most notable feature of the 34 is her double-skinned hull, sandwiched with thick closed-cell foam, making her unsinkable and eliminating condensation thanks to the added insulation.

She came with a deep fin, shoal fin or bilge keels, and the post-1990 models had a Stephen Jones-designed, foiled fin keel with ballast bulb that upped upwind performance.

Under sail, she is responsive and vice free with a comfy motion and predictable handling. While her pinched (in modern terms) stern might limit the width of the aft cabin, it works

well at sea, allowing her deep full skeg-hung rudder to keep a good bite on the water.

The Sadler 34 is quite a powerful performer and despite having a fairly high displacement, achieves excellent passage times due to her ability to soldier on through foul weather and rough seas.

Her deep and secure cockpit is perfectly dimensioned so as not to get thrown around

at sea and yet it provides enough clear seating for dining alfresco with mates. Stowage is also good, especially in the full-depth locker

to port. There are harness points in the cockpit but the mainsheet track runs across the bridge deck, which can catch out the unwary if the traveller isn't locked in place.

On deck, the layout is practical and the side decks uncluttered. Her foredeck is set up ideally for regular anchoring with a twin-roller stem head fitting and big anchor locker.

Her accommodation is spacious enough

for four. Though it was called a 'double' aft cabin, it only really works as a single, roomy quarterberth. She has an excellent U-shaped galley where pretty much everything can be reached with ease. The chart table opposite faces forward with its own seat and there's room aplenty

for instruments and pilot books. Her saloon is roomy and the table and seating are large enough for six to dine in comfort.

To port, the heads has a basin and its own door, allowing access to the forecabin. But in shower mode, the entire compartment runs athwartships which isn't ideal, especially as the hanging locker is in the same enclosure. There's a decent-sized vee berth forward which makes an ideal owner's cabin at anchor. Stowage is reasonable although the watertank is under the starboard settee.

With lots of wood, accommodation is comfortable for four crew



The Sadler 34 is a beamier development of the Sadler 32



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RIVAL 36

PRICE £35-£45,000 **YEAR** 1980-1997

Not unlike the Nicholson 35 in both hull lines and reputation, the Rival 36 is a tough, solid yacht designed for passagemaking in virtually all weathers and sea conditions. The 36 slotted between the slightly cramped 34 and the larger 38 ketch, with 78 in total being launched. Possibly a squeeze on such a tight budget, but you get a lot more space in the R36 than the older R34, and there's a good chance you could find one that's already equipped for bluewater cruising.

She was offered as a masthead sloop or with a cutter rig option. Keel choice was

between a deep lead-ballasted fin, a shallower Scheel keel or a centreboard (R36C). Under sail she's predictable and easily handled, although like her predecessors, she's not the fastest boat around. As with most heavy displacement cruisers, she's designed more to get you safely across oceans than to race around the cans.

Wheel or tiller-steered, she has a large, deep cockpit with high coamings and excellent stowage for deck gear. Access along the wide side decks is good, assisted

by high teak-capped gunwales and long handrails on the coachroof, and the foredeck big enough for handling the headsails and ground tackle, which can be securely stowed in the large, deep anchor locker when sailing.

Below decks, she is warm and woody and retains the trademark Rival 'keyhole' bulkhead separating the superbly designed and well-appointed galley and navigation areas from the saloon. The twin-leaf saloon table has fiddles and can seat six for a meal, while the settees are straight and make comfortable 1.91m-long sea berths with lee cloths. Most had a pipe cot above as well. Maximum headroom is 1.91m/6ft 3in and stowage is good, thanks in part to the watertank being above the keel.

With no double cabin aft and only a quarterberth, the forecabin provides a comfortable vee berth with ample floorspace to dress, plenty of lockers to stow your clothing and even a dressing table. The heads/shower compartment is also roomy, and Jack and Jill doors offer access from both saloon and forecabin.

SPECIFICATIONS

LOA 10.92m (35ft 10in)

LWL 8.28m (27ft 2in)

BEAM 3.35m (11ft 0in)

DRAUGHT 1.83m (6ft 0in)

DISPLACEMENT

6,464kg (14,250lb)

DESIGNER Peter Brett

BUILDER Rival Bowman

OWNERS ASSOCIATION
www.rivalowners.org.uk

A heavy displacement boat, the Rival 36 is capable but not sporty



VANCOUVER 32

PRICE £30-£45,000 **YEAR** 1981-1992

One of a range of solidly built and well-found cruising yachts built by Northshore Yachts, the Vancouver 32 was designed specifically for serious passagemaking. Full hull sections and short overhangs offer a high-volume yacht with excellent load-carrying abilities.

Her fully encapsulated shallow keel contains nearly 3 tonnes of lead ballast, giving her an enviable ballast ratio of nearly 45%; a keel shoe extends aft to support the rudder and protect the prop from floating debris and lines.

Only available with tiller steering and transom-hung rudder, she has an easily manageable masthead cutter rig with full shrouds and twin straight spreaders. A smart teak-capped bulwark offers extra security going forward while large scuppers ensure rapid deck drainage.

The interior is surprisingly spacious and comfy. The long quarterberth and port-side straight

settees make excellent sea berths, leaving the U-shaped starboard saloon settee (converts into double berth) and roomy vee berth forward for sleeping at anchor. A half bulkhead separates the galley/navigation areas from the saloon, with a support pillar either side providing excellent handgrips.

It's a bonus having the quarterberths behind the chart table as it allows the off-watch crew to keep one eye on the instruments and chart. However, having the heads forward can result in a lot of water dripping off your oilies when going below in wet weather.

All that lovely solid hardwood adds to her weight (nearly twice that of a modern 32ft Bavaria). Most owners are more concerned with her superb oceangoing abilities though. She sails predictably and undramatically, her high bows and fine balance ensuring she parts the waves with little spray and no slamming – ideal for long passages where many lighter boats can throw you about.

SPECIFICATIONS

LOA 9.75m (32ft 0in)

LWL 8.38m (27ft 6in)

BEAM 3.20m (10ft 7in)

DRAUGHT 1.45m (4ft 9in)

DISPLACEMENT

6,596kg (14,513lb)

DESIGNER Robert Harris

BUILDER Pheon Yachts (1981-86); Northshore Yachts (1986-92)

OWNERS ASSOCIATION
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DISCOVERY 67'

£1,050,000
Lymington



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DISCOVERY 55'

£625,000 + VAT
Lymington



Young example of the very popular globe trotters from 2012. Still in her original ownership this Discovery 55' was well specified from the outset lacking nothing in terms of inventory for long distance adventures.

RUSTLER 33'

£109,000
Greenock, Scotland



Ready for the 2018 sailing season, in beautiful condition and makes heads turn. Striking red hull with Rustler charm and good looks. Lives in the West coast of Scotland used for weekend adventures.

SWAN 37'

£79,950
Lymington



A well-known yacht that has benefited from a series and keen owners willing to invest in her. Bags of recent updates. Optimised for the keen racer but she would be equally at home cruising.

FINNGULF 41'

£149,950
Lymington



Good sailing manners come as standard for this, as do her good looks. She sports a heap of recent updates leaving any incoming owner little to do but go sailing.

SABRE 426'

£175,000
Lymington



Berthon pitstop in 2015 and born stateside 2005. Good deck layout and fantastic space below decks. Super practical yacht.

FINNGULF 46'

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OYSTER 46'

£462,500
Palma de Mallorca



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SWAN 48'

£260,000
Lymington



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SWAN 48'

£255,000
Lymington



Superb record of accomplishment on both the racing course and is more than proving herself as a bluewater cruising yacht from an Atlantic crossing and a season cruising in the Caribbean.

GRAND SOLEIL 50'

£150,000
Trelleborg, Sweden



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HANSE 575

£330,000
Turkey



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FARR 65'

£265,000
Coves



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SWAN 68'

£495,000
Scotland



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2001 Beneteau 393 Unknown
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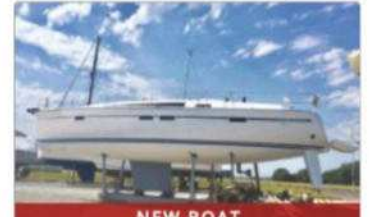
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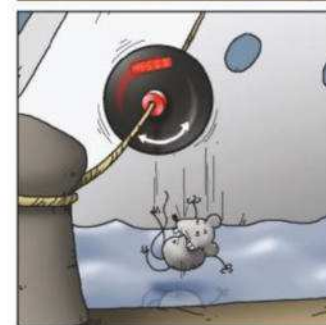
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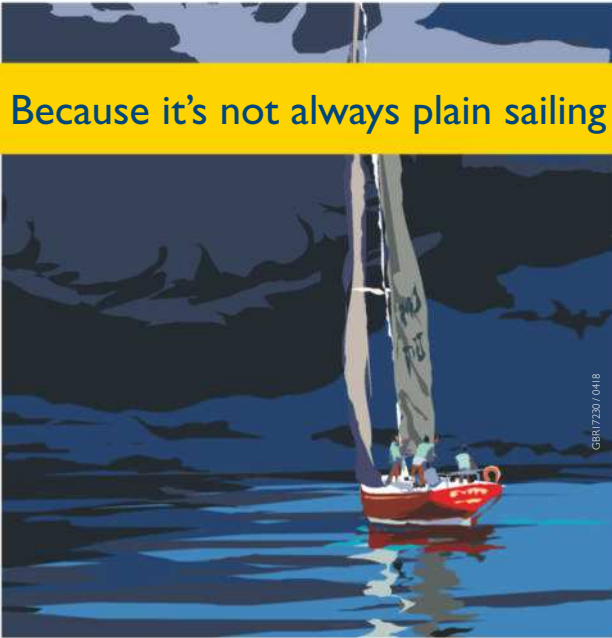
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A skipper's
prerogative

Terry Kemmann-Lane

I've sailed with Keith on his boat at the end of the season for years. This year, we laid up the boat in Leros Marina, using the lazyline and warps from the quaters to the pontoon. This left the stern about 7ft from the pontoon.

We were all packed up and I had carried the bags across the passerelle just at the time that the taxi was due to take us to the airport. The passerelle would not stay across all winter; fortunately, there was one boat between us and the quayside, so Keith said he would cross the 2ft gap between boats and alight on the quay that way.

I went aboard the adjacent boat and helped pull the two together. Keith lent across and grabbed the side lines and settled his feet on his own toerail, where upon the two boats began to part. Within a second, Keith was horizontal, toes on toerail, hands on side lines. It was clear he wouldn't be able to maintain this bridge long enough for me to take a photo and his cries of 'Do something!' left me wondering what.

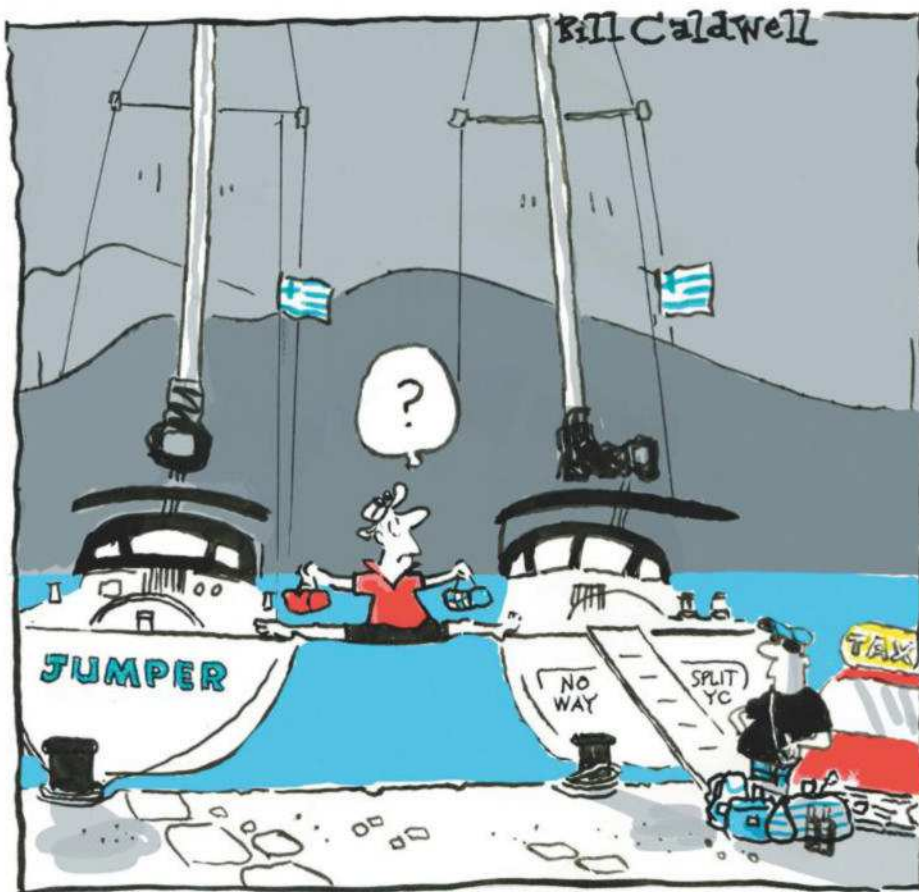
Then it came to me: if I got back on to the quayside, I could push the neighbouring boat out and thus close the gap. First efforts simply made the two boats move away from the shore as Keith acted as a solid horizontal link. But I pushed harder with the risk that I'd also become horizontal between the quay and boat. Gradually they began to close up, and Keith hinged into a 'touch my toes' stance and then made it from boat to shore.

Cherbourg reverse

Brian Clements

Long ago, when a Westerly 33 was thought large, five friends and I chartered one from Lymington. Our navigator failed to show so it was down to me to find Cherbourg. Young, confident and inexperienced, I found the port after an uneventful night passage.

Then it unravelled. Entering the Grande Rade, a strong south-easterly headed us as



we looked to cross to the marina. We motored, furling the sails, but the wind checked our course. Alarmed, we dropped our anchor, engaging forward gear to ease the strain on the ground tackle. The anchor dragged; the harbour wall neared. Our first flare failed. The second soared over Cherbourg, landing on the harbour lookout tower, startling its occupants. The French Navy came, towing us the short distance to the marina.

Next morning, a writ arrived, keeping us in harbour until payment of salvage. The charter firm advised flight. We sought the Lloyd's Insurance Agent instead. Release was secured with promise of payment of the salvage claim. A visit to the admiral saw removal of the writ with an apology that payment helped keep the French fleet at sea.

Back on board, my crew had solved the problem of the night before – the gear linkage had reversed.

A humble apology

Colin Langford

My wife and I were at a boat show looking at our dream coastal cruiser. We removed our shoes before stepping on board as is custom and left a few bags of stuff we'd bought at the show with them. Hours later, having left the boat and taken all our bags, we stopped to consolidate our purchases. My wife looked in one bag and then looked at me accusingly. 'I didn't see you get a new pair of shoes...'

'I didn't!' I protested.

'Then why are your old ones in here?'

Only they weren't mine. We'd picked up one too many bags on leaving the boat, one of which another of the viewers had stored their shoes for safekeeping. If the person who had to walk around the show in stocking feet is reading this, I apologise.

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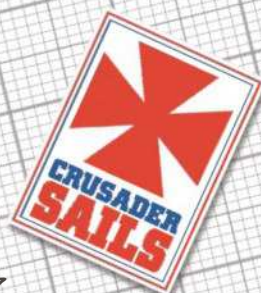
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