Welcome to the November issue of Motorboat Owner. It was great to meet so many of you at Southampton Boat Show where, despite doing my best to be on the stand as much as possible, I did manage to sneak off to find and photograph some of the more interesting new boats and kit on display. You can find these in our Boat Show special pages. Also this month we have two new sections, both filled with content supplied by you. First we have our ‘Inbox’ page, where you can tell us, or the world at large, just what
One man and his boats. How one reader has turned a wreck into his perfect boat, not once, but three times.

is on your mind. If you have a gripe, want to say a public thank you or simply put out an appeal, please send us an email. Next we have ‘Look What I Saw’, a page of pictures of the weird, wonderful, beautiful, ugly and just plain unusual. If you have taken a picture of something special that you would like to share, please send it in.

In ‘My Boat’ this month we feature Richard Poat, a man who takes DIY to the extreme. He has owned numerous boats over the years, but the last three have all been built to his own design from wrecks, each one being slightly more involved than the last.

We understand that not everyone can build their own perfect boat, so we have been out looking at some existing ones that may just be perfect for you. There is the new Sea Ray 265, the fabulously accommodating Fairline Turbo 36 and the cutest little Sealine I have ever been on, a 210 Senator. I am not exaggerating when I say I really wanted to take this boat home. The possibilities of visiting new and distant cruising grounds in a boat that offers just about everything you could need for such a small amount of money were almost too much to resist. Whoever ends up with Chipsy will have themselves a brilliant little boat.

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Successor to the legend...

Mastervolt Lithium Ion Ultra

Having perfected the legendary Lithium Ion battery in a few key areas, Mastervolt has developed an unrivalled 5000 Wh powerhouse. The MLI Ultra has an ultra-long lifespan that offers over 2000 cycles; a recharge time of less than an hour; active cell balancing for efficient and safe use of the eight Li-ion cells; and integrated battery monitoring to further simplify your system. What’s more, the Ultra communicates directly with your Mastervolt battery charger via MasterBus to ensure the best possible recharging. Add in the fact that it takes up 70% less space and weight compared to lead acid batteries, and you’ll see why this battery is the best choice. Discover the amazing Mastervolt Lithium Ion Ultra at Southampton Boat Show / G118.

See www.mastervolt.com/batteries for the specifications

Visit us at Southampton Boat Show stand G118
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How to: Fix: Repair a dinghy puncture

Fairline Turbo 36

Motorboat Owner
RNLI busiest summer in 24 years

With MET office statistics showing the warmest summer in seven years it’s been a busy season for the RNLI. Southend-on-Sea was the busiest coastal station, and second busiest station overall, launching 104 times. Machinery failure is reported as the most common cause for call outs. Tower Pier, on the Thames was the busiest. In a bid to raise awareness for the charity, photographer and Torbay crew member Nigel Millard has joined forces with writer Huw Lewis-Jones to launch a book offering an eyewitness insight into the RNLI’s lifesaving work. It includes incredible and dramatic images of lifeboats and their crew like the one above, Kilmore Quay’s Tamar class lifeboat Killarney battling with the elements. The Lifeboat: Courage on our Coasts by Nigel Millard & Huw Lewis-Jones is priced £25. A touring exhibition of the same name will be going to various locations around the country.

New RCD shake up

In an attempt to modernise the recreational craft directive (RCD) introduced in 1994, the government has backed the European Commision to bring in new legislation on boat building and safety. The proposal addresses subjects such as exhaust and noise emissions, and the discharge of sewage at sea. It also includes a new safety clause giving legal cause to remove unsafe craft from the market. MEP’s were told that the new legislation will boost the marine sector creating more jobs and help the environment. The new rules are expected to apply to new leisure craft from 2016.
**Martin Broom 1934-2013**

Martin Broom, ex chairman of Broom Boats, sadly passed away on the 7th October 2013. Born in 1934 Martin was the third generation of the Broom family to join the company in 1958, and was key to its development. When he joined Brooms were GRP hulls with wooden superstructures. In 1965 he co-founded Aquafibre, producing hulls and mouldings for the boatbuilding industry. By 1971, when Aquafibre had become part of the company, Brooms were built entirely from GRP. Martin was chairman for over half a century until he retired in 2010. He was also chairman of the Broads Authority and National Boat Shows, overseeing events such as the London Boat Show at Earls Court. He leaves a great legacy and a brand with a great following, upheld by the Broom Owners Club.

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**New 24hr Solent Ferry**

A new 12-person ferry service from the Isle of Wight is to be trialled. Nauti Fast Ferries is being launched by Paul Duffield, owner of Nauti Boat Charters. His aim is to take passengers, tourists and commuters to and from the island, every 30 minutes around the clock. Berthing arrangements are ongoing but two of the planned routes are Ventnor to Portsmouth, and Cowes to Portsmouth. Paul says “We took a long time deciding on which catamaran to use for the job and the Cheetah came out on top, even though it appeared initially to be an odd choice going with petrol rather than diesel”. Trials using the 11 metre outboard powered catamarans at peak times will begin in February 2014.
A cost effective range of hand held dry powder, foam, CO2 and water mist extinguishers from 1kg/litre to 9kg/litre and a selection of fire blankets from 1m² to 1.8m².

Price from £10.00

We can supply hand held dry powder, foam, CO2 or water mist extinguishers in all sizes personalised with your boat name, make, model and logo.

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Build your own engine room system from a large selection of components. 1kg/litre to 50kg/litre, foam, CO2, dry powder, FM200 and water mist. Manual, automatic or electronic activation.

Price from £100

firemonkeyltd.co.uk
08452 177574 sales@firemonkeyltd.co.uk
TMBA fights for a better deal for Thames motorboaters

The Thames MotorBoaters Association, TMBA, are calling for a review of EA navigation charges, arguing that the above inflation rises experienced by Thames boaters over the last years are arbitrary, and were set with no clear budgetary objectives. Tony Riley from the TMBA points out that since 1999 licence fees for powered craft have risen at twice the rate of inflation, and is calling for a review of river usage and revenue contribution, stating that the contributions paid by some river users is unacceptable.
To find out more and to support the TMBA go to www.tmba.org.uk

New Marina in Scotland
A 40-berth marina is planned for Loch Tay in Scotland. The operators of Kenmore waterfront development Taymouth Marina have already installed a breakwater extending 70 metres into the loch, and they plan to operate power and sail training courses from the marina. A popular spot for salmon fishing, freshwater Loch Tay is the sixth largest loch in Scotland at approximately 14 miles long and just over a mile wide. Approximately an hours drive from Glasgow and Edinburgh it’s a great opportunity for boaters to explore this beauty spot.

New berths at Whitehaven
Over 100 new additional berths are due to be installed at Whitehaven Marina before January 2014. Located on the north-west coast and 40 miles from the Isle of Man, the marina is operated by Marina Projects ltd and is part of the TransEurope group. The new walk-ashore pontoons in the South Harbour will accommodate boats from 7 to 13 metres with annual pricing for a 10 metre berth set at £2000. The marina aims to offer more visitor berths during key events such as the Whitehaven Festival.

Search for Gold in your antifoul pot
Seajet will be introducing a new label design across their antifoul range this winter but during the ‘cross-over’ period some numbered gold plastic coins will be placed randomly in the last remaining old-style blue labelled tins. Find one and the prize is 3 year’s free supply of Seajet anti-foul paint.
We were returning to Chatham after a 3-day trip to Ramsgate on board our Aquador 26HT, Mam’selle. There was brilliant sunshine, and almost no wind as we departed, and although there was a bit of coastal mist in the estuary there had been no fog reports from Thames Coastguard. As we approached the Swale the visibility began to decrease rapidly. We reduced speed, switched on our nav lights, made the necessary sound signals and kept a careful look out. We have a chart plotter and radar on board, and this was really the day when we needed them. We could see various targets on the radar, but were still startled by how quickly one vessel appeared out of the mist. As we edged towards Garrison Point, we began to hear the foghorn. We were now getting close to the Medway Approaches, a busy shipping channel. There were lots of radio communications between Medway VTS and various vessels, and it was clear that VTS were concerned about various unidentified targets on their radar. Feeling increasingly anxious as the visibility reduced, we called them to let them know our position and our intentions. They asked us to keep them informed of our progress and checked that the main shipping channel was safe for us to cross. It must have been a very busy morning for VTS, yet they remained totally courteous and helpful. We were very grateful to VTS for their help, it was extremely reassuring. We would like to thank them very much indeed. Jane W

The Editor replies: It’s comforting to know that there are so many professional people on the other end of a VHF, all around the coast, whenever things are not going according to plan.
Editorial@motorboatowner.co.uk

**Mariner 215, I’ve ordered mine**

I have just been to the boat show to buy a cover for my current boat, a 20ft Wilson Flyer. I had a quick look around all of the different fishing style boats, but having seen it on your website, the Mariner 215 was the boat I most wanted to see. I was very impressed with it, nothing else seemed to compare for quality, layout and price. After a quick call to my wife, a deal was done and deposit paid.

I work in Afghanistan and will be collecting it in January when I am next home. I’m really looking forward to it. Mark B

The Editor replies: You’re not the first person I have spoken to who has gone to a show for something small and come home with a boat! I have to agree though, the boat show deal on the Mariner looked pretty irresistible. Congratulations.

**All’s fair in love... and boats**

I was on board a very large motorboat at Southampton Boat Show when I overheard the following exchange between a husband and wife. The husband, clearly trying to sell the idea of a new boat to his other half “Look at this beautiful kitchen darling”. The wife, cleverly negotiating her side of the deal “If you can afford to buy this boat, then you can afford to take me out to dinner every night”. Geoff V

The Editor replies: A clever woman and you have to admit, she does have a point.

**The Editor Says:**

I would like to say a huge thank you to all for the lovely comments, emails and messages that we have received since our launch last month. Here are a few:

“What a brilliant magazine! How nice to see a boating mag aimed at the ‘ordinary’ boater.” Dennis H

“I came away from Southampton Boat Show preview day with your flyer. I have subscribed and read the first issue. Well done. Found the format easy to read, one click increased page size and that sufficed for all 77 pages. I was not expecting that size of magazine. Looking forward to mid October!” Terry C

“Just wanted to congratulate you on a good first edition, it looks very promising for the future.” James R
**Cruising the East Coast**

I have just read your article about cruising the east coast; I know the area you mention well. I used to cruise it as a boy with my father and his friends. Your article was all well and good, except for one small factor. You have not gone far enough north. In my eyes a Northern cruise starts at Wells-next-the-Sea. My wife and I have built a micro marina with 65 meters of moorings on the non-tidal Trent at Fiskerton cum Morton and I have made the journey to my father’s old mooring on the Deben many times to and from the River Trent. There are two routes you can take. The shortest is through the Wash and enter at Boston into the inland waterways via the Grand Sluice which is a 38 foot tidal lock. This is my preferred route as it avoids the busy shipping in the Humber. The main problem with this route is the Glory Hole at Lincoln, which has an air draft of 2.66 meters. This makes a great summer cruise for those who want the adventure of the sea trip together with the relaxing environment of the inland waterways. Once you are through Lincoln the cruise takes you to Torksey lock, which is one of the oldest locks in the country and can date its origins back to the Roman occupation. This lock takes you onto the Tidal Trent where you now have the option to continue up the Trent into the Non-tidal section and Nottingham, or head for Trent falls. At Trent falls you can chose to cruise the River Ouse which goes on to York or take the Humber back into the North Sea. **Robert H-P**

*The Editor replies:* That sounds fabulous although the 2.66m air draft might cause me some problems. I wonder how easy it would be to hinge the radar arch on an S28?
The HX300E - the first Marine VHF Handheld to offer the ability to charge via a USB port

Due to the widespread popularity of the USB charging system, finding the correct charger for your handheld has never been easier.

Not only that, the HX300E is packed with masses of features, is lightweight, compact and waterproof with a three year warranty. If accidentally dropped overboard, it will float face up and a red flashing light will activate on contact with the water, even if the unit is switched off.

www.standardhorizon.co.uk

Email us at marinesales@standardhorizon.co.uk or call us on +44 (0)1962 866667
What do you do when you either can’t find, or can’t afford your perfect boat? The answer, according to Guernseyman Richard Poat, is to build it yourself.

Richard has been boating almost all of his life, starting out with model yachts on the pond at five years old. He owned his first real boat when he was around ten. Each year Guernsey states used to gather up all of the abandoned boats from around the island and auction them off. A £2 bid by his father won a flat bottomed plywood dinghy which he gave to Richard thinking he would play in it in the garden. Richard had other ideas and made the dinghy watertight, painted it and launched it in the harbour. Using his paper round money Richard upgraded to a Bic Sportyak dinghy, which quickly gave way to a 12 foot wooden fishing boat complete with leaks and an old Seagull outboard. At 14 years old this gave Richard his first experience with fibreglass, a modern and expensive material back then, which he
used to plug the leaks. The first attempt resulted in a sunken boat on the slipway. The second attempt was successful, and so started his love affair with GRP. Over the next few years Richard had a succession of boats, both motor and sailing, which required varying amounts of work, upgrades and modifications, all offering opportunities for Richard to hone his fibreglassing skills.

A growing family meant Richard needed something offering four berths and that was easy to handle on his own. With a wife who didn’t enjoy sailing this had to be a motorboat. Coronets were very popular in Guernsey at that time but typically out of financial reach. That was until he found a Coronet 24 buried in undergrowth on a tomato vineyard. After tracking down the owner, a deal was struck for £200. The boat came with a pair of 110hp petrol Volvo Penta engines with 200 series drives, both of which were rusty lumps. On the plus side, the owner’s wife had removed all the soft furnishing and had kept them, as new, in the loft. The boat came with a hardtop, but already Richard was thinking of modifying the

“I’m not scared to take a saw to the boat if I feel it can be improved upon”
boat to suit his purposes and came up with a design for a wheelhouse. He sourced some eight foot square sheets of preformed and gel coated fibreglass and set about his first custom built vessel, called Honeychile, complete with enclosed helm in a wheel house made from those GRP sheets. Honeychile gave Richard his first experience of moulding fibreglass when he made a sliding door for the wheelhouse, a keel shoe to protect the hull when drying out on Herm and a bathing platform. The engines were scrap but Richard managed to find a pair of 130hp Volvo engines with 270 drives going for the right money. He decided to put his fibreglass skills to the test again and turned the twin engined boat into a single by filling in the existing transom holes and cutting a new single one in the middle. The second engine and drive would be kept for spare parts. The interior remained fairly original except that the wheelhouse allowed for the dinette to be moved up from the cabin and an extra berth was created in the new living space. The galvanised fuel tank was rotten so an aluminium tank, laying around unused form another project, was
installed. The fuel level would be checked using a wooden dispstick, something that Richard has taken through all his vessels since. On the helm, Richard installed a state of the art Garmin 38 hand held GPS.

Richard’s friend Tony had his sights set on Honeychile as he desperately wanted a single engined Coronet 24 to turn into a dive boat. Richard didn’t want to sell so thought he would help out by finding a suitable hull. What he found was a Cleopatra 23 in the corner of a truckers yard. This particular boat was the subject of a fire back in the 70’s that Richard himself had witnessed. The boat had been repaired after the fire and since neglected so was in need of another complete rebuild. Tony bought the wreck, but still hankered after the Coronet and managed, after some negotiation, to convince Richard to swap hulls. Richard stripped everything off Honeychile and used it all to rebuild the Cleopatra, which he felt might make a better cruising boat. With so many parts off the first boat, Richard decided that the new one simply had to be called Honeychile 2. This project was the first time that Richard had attempted to make large fibreglass mouldings, producing the whole wheelhouse and roof in his garage. Within one year Honeychile 2 was in the water and in use. The original engine taken from the Coronet was underpowered, so it was replaced with a 140hp 3.0 litre MerCruiser with Alpha leg. This turned out to be completely unreliable despite being almost new with only 40 hours on it when purchased. It was so bad that Richard tells us that his engineer had his own key to the boat.

At this point Richard was thinking about installing a diesel engine, but with so few on the used market his mind turned to getting another boat with a diesel already fitted. In true Richard style he found another wreck, this time lying on the drying hard. It was an old Plymouth Pilot 24 with a rusty BMC 40hp diesel, rotten superstructure and deck, some holes in the hull that meant it was filling up with water on each tide, a for sale sign and a big yellow cross painted on the side. This cross signified it was marked for clearance by the states department.

To improve the boat’s ride and handling characteristics, Richard moulded and fitted hull extensions.
Two hundred pounds bought the wreck. The engine ran but would need work. The estimate for overhaul was £1000 so Richard started looking at new engines and priced up a 55hp Iveco for around £4,000. Doing the sums, he worked out that if he could sell Honeychile 2 for a decent sum he could re-engine and re-build his new boat. A displacement diesel would be very cheap to run and a shaft drive would save a fortune in sterndrive servicing. Honeychile 3 was conceived. The hull was shipped off to the winery where Richard could work on it at his leisure. Initially it was simply made wind and watertight with a new deck and superstructure, all moulded from fibreglass of course. The existing topsides just fell off when pushed. The old engine was serviced and remained in situ for now, and the family were brought in to make soft furnishings. Honeychile 2 was still in commission when Honeychile 3 was first launched so Richard cheekily moored Honeychile 2 up next to a used boat show with a for sale sign in the window. He got a good price from someone who needed a small livaboard vessel, which gave him the finances to really turn Honeychile 3 into his perfect boat.

One of Richard’s later mods, a transom gate
First on order was the new engine, with the old one being sold off to add to the boat fund. The boat was now back at the vinery for the winter and while awaiting the new engine Richard added a bow thruster, built an integral fibreglass fuel tank in the bow using his trusted dipstick fuel level system, moulded a radar arch, hull extensions and bathing platform, and started the interior fit out in earnest. The navigational equipment was all taken off Honeychile 2 as the new owner didn't need any of it. A new canopy was fitted, some new stainless steels rails were fabricated and the boat carpeted. This was in 2006, and despite being declared a finished project the boat has undergone almost constant upgrades since then. All of the interior cabinetry has been redesigned and now incorporates a bar complete with optics, the galley has been through four different incarnations, the helm has been modified numerous times as equipment has been added and changed, the latest being a new suite of Garmin electronics in 2010. The rear doors of the wheelhouse, originally made from ply, were replaced with custom built aluminium patio doors, which cost £900 and were made by the same company that supply local boat builder Aquastar. £500 was spent on a custom canopy in 2011. Since then Richard has added fibreglass gunwale caps to replace the wooden ones, stainless steel bilge keels to replace the existing galvanised steel versions and cut a lump out of the transom to make a transom door.

“I'm not scared to take a saw to the boat if I feel it can be improved upon”, Richard tells us, and I believe him. Having seen just how readily he will rip up his own work and completely redo it you have to admire his energy. And what about the future? Well the boat comes out every winter for a few months for minor service and upgrade work but ultimately he tells us that Honeychile 3 is finished. I find that difficult to believe when in the next sentence he is talking about moulding his own non slip decking and modifying the bathing platform.

“Each of my boats has been built for a purpose and that purpose is to potter around local waters, dry out on the beach at Herm and take the occasional
longer cruise. Each boat has been an improvement on the last and with Honeychile 3 I think I have the perfect boat. The diesel engine has opened up a whole new cruising world and I have been as far as St Vaast in Normandy and St Cast in Brittany. The boat will only make 7.5 knots and I cruise at around 6 knots so I have to make use of the strong tides we have around the Channel Islands. I regularly visit the neighbouring Island of Jersey and I also use the boat a great deal for guard boat duties for the local rowing club, swimming events and powerboat racing. Since 2006 I have put over 700 hours on the engine and have even been known to take the boat out and sit at anchor in a bay over lunchtime. Any excuse really.”

Will there be a Honeychile 4? “Definitely not” says Richard, but then he freely admits he said the same after both Honeychile 1 and 2. He then takes my notebook and starts making a sketch of the sort of boat he would like to take him into retirement. It’s a bit smaller with a little offset wheelhouse, I suspect I know what it will be called.

Richard’s sketch

Is this the finished article? Honeychile as she is today. We have a sneaking suspicion that this time next year she will be sporting some subtle differences.
THE POAT PROJECT FILE

Project 1: Coronet 24 “Honeychile I”

Project 2: Cleopatra 23 “Honeychile II”

Project 3: Plymouth Pilot 24 “Honeychile III”
Finding and fixing inflatable leaks

If you find your inflatable tender gets a little flat after it has been left a few days you almost certainly have a slow leak. Many people put up with these, choosing instead to get the pump out before every use and give it a quick top up. These leaks are often caused by minor damage where the boat has been caught on a pontoon, or rubbed against something sharp, and are actually very easy to fix. In fact the hardest part is usually trying to find where the air is escaping from.

If the damage is a bit more serious, such as a small tear, you would still use the same procedure for applying a patch and repairing the hole. If, however, the leak is on a seam, getting a good repair becomes more difficult. You could try patching it, but you might be better off getting your local inflatable boat specialist to fix it for you. The same applies to larger tears, which will require patching on both the inside and outside of the tube.

Before embarking on any repair you need to know what material your boat is made from. It will either be PVC, Hypalon or occasionally, polyurethane. Different materials require different glues so it is important to know what you are dealing with before you start. Most modern small inflatables tend to be PVC and if you have

### YOU WILL NEED

**TOOLS**
- Pencil
- Cleaning clothes
- Scissors
- Small brush for applying glue
- Tool for removing trapped air
- Dinghy pump

**PARTS**
- Patch repair kit or suitable material to make patch

### DIFFICULTY RATING

1 1 1 1 1
bought it recently, the easiest way to tell the difference is to check your wallet. A Hypalon dinghy is a much more expensive product, so if you only paid a few hundred pounds, the chances are it is PVC. With newer boats it is probably best to check with your local dealer just to be sure.

Problems arise with older models where the dealers are no longer around to ask, or where the purchase price has been forgotten or, as a second or third owner, was never known.

One tip to tell the difference is to take a piece of sandpaper and abrade a small inconspicuous area of the tube. PVC will scratch, whereas Hypalon will produce dust and turn dull.

Older inflatables can lose air in more than one place due to a degradation of the material, which allows it to become slightly porous. These can sometimes be revived using a sealant solution, such as Sealflex from Polymarine. The solution is poured into the tubes through the valve and forms a non permeable membrane on the inside. This product can be used on both PVC and Hypalon boats.

The glue that you usually get with the included repair kit, like the one we have used here, is most likely going to be a single part adhesive. These are billed as emergency repair kits and are designed to be temporary. I have found them to be fine for small jobs like this one, and have got years out of a repair using them. If you have a more serious leak, or if you simply want a more thorough job, you’ll need to buy in a good two-part adhesive, which will produce a stronger bond.

To help find the leak pump the boat up nice and firm and wash it with a really soapy mix. As you wash keep a close eye on any suspect areas, such as seams and any obvious damage, and hopefully the soapy water will start to bubble to indicate any escaping air.

**HOW TO IN 15 STEPS**

1. Give the boat a good wash with a really soapy mix. Any leaks will show themselves by creating bubbles as they get wet.

2. Once you have found the leak, give the area a more thorough clean. Hypalon tubes will need to be abraded with sand paper.

3. Wipe the area where the patch will be fixed with a solvent. For PVC boats, use acetone, for Hypalon use toluene solvent.
Apply a second coat of adhesive to both surfaces and leave it to become touch dry, usually around five minutes. Some two-part glues require further coats.

Choose a suitable patch, or cut one to size. Ensure you have at least two inches of patch all around the leak and if using a square, cut it with rounded corners.

Deflate the dinghy. It doesn't have to be completely flat but you need to take the pressure off so that there is no air being forced out of the leak.

Place the patch over the leak and draw around it with a pencil. This will give you a guide when applying the glue and help keep the job neat.

With a single part glue apply a layer to the dinghy tube using a small brush, taking care not to go outside of the pencil line. For two-part, mix as per the instructions.

Then apply a layer of adhesive to the patch. This first coat on both parts is left until it is touch dry, usually somewhere between 15 and 30 minutes.

Apply the patch. The glue is a contact adhesive, which means that as soon as the two surfaces touch you shouldn't separate them. Take time to line it up first.

Working from the middle, push any trapped air out with a hard round object. As well as removing air this ensures good contact between patch and tube.
If you have any overspill of glue, remove it now with your solvent. If it is allowed to dry it will turn brown and look unsightly. It will also be very difficult to remove.

Now leave it alone for at least 24 hours. Do not be tempted to lift an edge to see if it has stuck, and do not inflate. If possible leave some weight on the repair.

After a period of at least 24 hours, longer if possible, re-inflate the boat and test around the repair for leaks.

**ENVIRONMENTAL CONDITIONS**

Something to think about before you start are the environmental conditions. A good repair will need a warm and dry environment, easy to achieve outside in the summer but in the winter you may have to consider doing the job in a garage or workshop. If you do attempt the repair undercover, ensure you have very good ventilation and no naked flames as the products used are very flammable. Low humidity and temperatures above 15°C are ideal.

**CONSUMABLES**

- Good soapy detergent
- Dinghy cleaners
- Suitable solvent
- One or two part adhesive
- Abrasive paper for Hypalon

**TIME TAKEN**

Around one hour, once the leak has been traced.

**COST £**

If you have the dinghy repair kit and the consumables the cost will be zero. Single part adhesive is around £5, 2-part around £10. A patch of material will be £5-£10. A complete kit using single part adhesive can be bought for around £15, while a two-part repair kit is around £30.
Raymarine Dragonfly
Raymarine’s new Dragonfly brings CHIRP sonar and DownVision technology to the masses. This kind of underwater sonar isn’t new, but what Dragonfly has done is to put it in a simple, affordable, standalone package and combined it with a chartplotter. DownVision provides an almost photo like view beneath the vessel, which is priceless for those who combine fishing or diving with their boating. The 5.7 inch unit is available with built in Navionics Cartography and comes with a quick release base and optional Thule lock core for added security.

Price from £582
www.raymarine.com

Suzumar Inflatables
Suzuki have re-introduced the Suzumar range of inflatable tenders back into the UK. The new boats come with an eye catching black, white and red colour scheme and are available in eight sizes from 2.25m up to 3.6m. Floor types range from slatted on the smallest model up to aluminium floor on the largest, with a range of air cushion and double wall fabric floors in between. All models are available as boat only or, not surprisingly, packaged with a suitable Suzuki outboard.

Price from £530
www.suzuki-marine.co.uk

Lithium Ion Ultra
When it comes to batteries you really do get what you pay for, and the Ultra series, now available in 12V, are reassuringly expensive. For the money you get increased performance, low weight and clever technology that maximises battery life with up to 2000 cycles down to 80% discharge. You also get considerably more power out of the same footprint than with lead acid technology, 70% according to Mastervolt, as well as a 70% reduction in weight, and that is something you can’t put a price on.

Price: £2599
www.mastervolt.co.uk
DualNav 150
Digital Yacht’s new DualNav GPS150 is a GPS sensor with a difference. Not only can it pick up the US funded GPS system that we have all been using since the early 90’s, it can also work with the new GLONASS Russian funded satellite positioning system that recently came online. If that wasn’t enough, it will even work with the European Galileo system when that goes live in the latter half of this decade. Using NMEA data the GPS150 should be compatible not just with the latest kit, but also most older chart plotters. There is even a wireless adapter available so it can be used with smartphones and tablets if required.

Price from £150 www.dualnav.com

Nanni T4 Evo 2
The new three litre, four cylinder Nanni T4 Evo 2 is available in 200, 230 or 265hp outputs. Like the existing T4 engines it is Toyota based but, despite offering up to 100hp more, it actually weighs 12kg less at just 350kgs. The engines can be mated to shafts, jets or MerCruiser Bravo sterndrives. That all adds up to a pretty impressive package for re-engining petrol boats, or adding some extra power to older four cylinder diesel powered vessels.

Price TBA
www.peachment.co.uk

Smartfind M15
With an interface capability that allows connection via NMEA 0183 or a USB port, the M15 can be used on either standard marine navigation kit or a PC based navigational package.

Price from £186
www.mcmurdomarine.com

Lifedge iPhone 5 case
If you take your iPhone 5 boating you really should invest in a waterproof case for it. The Lifedge offers protection to IP68, the highest rating against ingress or water and solids. An optical quality lens should mean no loss of quality when taking pictures and quality audio patches help retain sound and mic performance.

Price from £70 www.lifedge.co.uk
We trawled the pontoons and halls to find you the latest in boats, gear and technology. We’ll start with some of the interesting and affordable new boats.

**Mariner 215**
The Mariner 215 had to be one of the new boat bargains of the show. It has obviously been built with fishing in mind, with a bait well, cutting table and rod holders, but the 215 also comes with almost everything you would need to make a comfortable cruiser. A double berth, porta potti, compact galley and dinette all in an enclosed wheelhouse with large windows for excellent light and great visibility from the helm. The standard boat comes with a 100hp outboard with options up to 130hp. Even without the special boat show price, the 215 looks excellent value at £32,054.

**Ocean Master 630WA**
The Ocean Master 630WA offers an attractive alternative to a traditional cuddy. You still get the small cabin, you still get a toilet, you still get a boat that can be used for watersports or weekending, but with the 630 you also get the bow section as a very nice social area. A table in the middle with all around seating, made possible with a nifty fold out section in front of the helm console, the Ocean Master combines the best of a cuddy with the best of a bow rider. A Norwegian brand, the boats are built in Poland yet still ooze typical Scandinavian style and quality and at £33,394 they come with a price tag that is less than you might expect.
Intercruiser 31

The Dutch built Intercruiser 31 might look like a strictly sedate river cruiser, but with a category B certification and an optional 220hp engine it will reach a top speed of 20 knots on the salty stuff too. The 31 is also available with either a 65hp or 110hp engine for an 8 or 10 knot top speed if required. The boat offers a double berth forward, in a separate cabin, and a single ‘pilot’ style berth aft of the dinette. The rest of the boat’s interior is very simple and unfussy with lots of wood used to create a warm and welcoming space. An air draft of just 2.25m should appeal to those wanting to explore the inland waterways. Prices from £150,423.

LOA: 9.5m  Beam: 3.35m  Displacement: 5000kgs
www.valwyattmarine.co.uk

Stingray 250CS

The Stingray 250CS cruiser packs just about everything you would need on a cruiser into a package that is still within legal towing limits, and at a price that won’t break the bank. The cockpit feels spacious and well spec’d, the helm is nicely laid out and the cabin, galley and heads offer great facilities for family weekend boating. The only thing missing is a diesel option, but then with petrol variants starting at just £56,985 you should have plenty of change left over for fuel.

LOA: 7.6m  Beam: 2.6m  Displacement: 2255kgs
www.stingrayuk.com
Seaward 19
Seaward are known for their tough and rugged boats and the little 19 looks to be following in the same footsteps. A small and simple boat, the 19 offers a huge cockpit, which would be great for fishing, but still manages to get a sea toilet, two occasional berths, some useful storage and of course, the helm into the wheelhouse. The show boat was fitted with the larger 100hp engine which should push the semi displacement hull up to around 17 knots but the 19 is also available with a 30hp unit for displacement cruising. As shown the Seaward has an asking price of £68,731, but prices start at £52,010
LOA: 6m Beam: 2.46m
Displacement: 1500kgs
Enquiries: www.seawardboat.com

Minor Offshore 25
The Minor Offshore 25 is not a new boat, but the two-cabin version shown here is. The second cabin, a useful double to complement the forward V berth, is cunningly hidden beneath the floor in the aft section of the wheelhouse. With a small galley, a separate head and that great wheelhouse, the 25 looks like a great 2+2 all weather cruiser. Powered by a single Volvo D4 DP 225, 260 or 300hp, the 25 will hit speeds of up to 38 knots. Prices start at £114,551.
LOA: 7.85m Beam: 2.7m Displacement: 2900kgs
www.marcomarine.co.uk
Merry Fisher 855 Marlin
The 855 Marlin has large and deep walk around side decks, a wheelhouse with forward sloping window and places to mount your rods, chop your fish and keep your bait alive, so it looks perfect if fishing is equally important to you as cruising.

That’s not to say the Marlin lacks creature comforts, far from it, with a forward cabin and separate head, a dinette in the wheelhouse and a second cabin concealed below the cockpit sole, the 855 would be equally at home in the marina as drifting over a wreck. Engine options range from a single 300hp to twin 200’s. The boat at the show was fitted with twin 150hp and was priced at £99,640.

LOA: 8.94m
Beam: 2.97m
Displacement: 2895kgs ex engine/s

Bargain of the show
Shetland 4 plus 2
A fully ready to go four-berth river and estuary boat for £20,000. There may have been cheaper boats at the show but for value for money I think the Shetland 4 plus 2 would take some beating.

When my numbers come up
Princess 88
For me, the lottery win boat of the show was the gorgeous looking Princess 88. Ok the semi hardtop on the flybridge may not be to everyone’s taste but there is just something very right about a big Princess. The trouble is, starting at over £4m I may just have to win more than once.
Guernsey

Crystal clear water, beautiful scenery, a warm climate and cheap fuel. We think a visit to Guernsey should be on everyone’s boating bucket list.

Guernsey is 25 square miles of unique, unspoilt beauty and historic significance. Many events and cultures have shaped Guernsey over the years. The landscape is littered with historical landmarks from Neolithic burial chambers and Martello towers, to Second World War gun emplacements from the islands five year German occupation. Its French past is also evident in the place and street names.

Despite being part of the British Isles Guernsey is a self-governed state with its own government and currency and it’s not part of the EU. With an anchorage to suit every wind direction and the cruising delights of Herm, Sark, Jersey and France on its doorstep, it’s easy to see why boating and the great outdoors is such a way of life in these parts. Guernsey is a popular summer cross channel destination for UK
based boaters. The island offers low duty fuel, VAT free shopping, and is easily accessible from the south coast, but particularly from the Solent and the West Country. Salcombe, Dartmouth and Portland are the nearest ports at around 65nm to the northern most point of Guernsey, while the passage from the Needles is around 78nm. The islands bustling capital, St Peter Port provides the main opportunity for berthing for visiting boaters.

**Approaches**

If you are approaching Guernsey and St Peter Port from the north via the Little Russell, the first starboard hand marker is Platte Fougere Lighthouse located on the north east point of Guernsey. There are two transits that will take you down through the Little Russell, one is by lining up Roustel (a metal tower) with Brehon
Tower 198 degrees leaving both to port, and the other is lining Brehon up with St Martin’s Point at 208 degrees. In very poor visibility you need to exercise caution and perhaps consider approaching via the Big Russell, a larger channel between Herm and Sark. The leading lights for the St Peter Port breakwater are at 220 degrees. Approaching from the south your first landmark on your port side is St Martin’s Point, closely followed by Longue Pierre, keeping a mile off the coastline in the Little Russell until you are parallel with the Castle Breakwater with its lighthouse. Be aware that the Condor fast and slow ferries from the UK, Jersey and France operate in the Little Russell, as well as regular large cruise ships, so keep a good look out and keep a listening watch on VHF Ch12, Port Control. In low visibility you can call Port Control and ask about ship movements. You will also find details of daily sailings in the Arrivals & Departures section of the Guernsey Harbours website or use the AIS section on www.digimap.gg. As you approach the harbour there is a red light on the starboard breakwater. If illuminated this is a warning that a large vessel is departing or approaching the harbour and no boats should enter or depart. Vessels under 15 metres and under power can ignore the light and proceed into the harbour with caution, heading for the fairway red and green marker buoys, and keeping clear of the buoyed boats on the starboard side. The speed limit in the harbour is 6 knots from inside the pierheads, and then 4kts in the Fairway. You will see a tidal fuel berth on your left. Fender up both sides as you make your way up the Fairway and a harbour master dory will usually come to greet you, or you can call on VHF channel 80. They will ask your intentions, if you would like to stay outside or berth inside Victoria marina. Depending on the state of tide you will either be directed straight to a berth in the marina, or onto Victoria Marina looking from the shore. The Marina Office is located on the right on the South Pier
The chartlet above details the transits through the Little Russell and the approaches to St Peter Port. A spring tide can reach up to 5 knots in the Little Russell, so it is important to check your timings, especially for displacement boats, and aim to avoid wind against tide conditions.
If you enjoy a bit of retail therapy the town’s cobbled and gently sloping high street is located one road back from Victoria Marina and is absolutely charming. It has a wide variety of shops, cafes, restaurants, pubs and several banks. St Peter Port Church is a prominent landmark on the waterfront and to its left lies the ‘The Old Quarter’ with its refurbished market building, art galleries and antique shops. The Tourist Information building is across the road from the drying hard and is a great place to start your Guernsey explorations.
the marina waiting pontoon outside. If you wish to remain outside they will show you to the adjacent visitor pontoons. The harbour staff will also hand you a harbour guide with a customs form attached.

**Where to moor**

Mooring inside Victoria Marina gives you the best opportunity to explore St Peter Port and beyond. It’s a stones throw from the town with its shops and restaurants, and has excellent connections to Guernsey’s tourist attractions. It’s also significant as this is where the Red Cross supply ship, the Vega docked in 1945 marking the end of Guernsey’s occupation. The marina has good shelter but is exposed in strong easterly winds. Access is approximately 2.5 hours either side of high water with a concrete sill that dries over the lower water period. There are tidal depth gauges at either side of the marina entrance and traffic lights indicate when the depth is sufficient to enter. Be aware when the marina is busy, outbound traffic will take priority, so follow the harbour masters instructions. The harbour staff may ask you how much water you draw so they can direct you to a suitable berth. The marina has finger pontoons for smaller boats on the right and alongside pontoons on the left. During the high tides working the tides can be a major benefit if you are visiting the Channel Islands.

A NE-going tidal stream in the Little Russell begins approximately 3 hours before HW St Peter Port, and at approximately 3 and half hours after HW St Peter Port the tide changes direction to the SW. A spring tide can reach up to 5 knots, so check timings and the wind direction before departing to avoid getting wind against tide. You can calculate entrance times at Victoria Marina using an almanac, or you can enter your draught into the website: www2.digimap.gg/tides/draughts.aspx

**Customs Formalities**

Visiting boats need to complete a customs declaration (a duplicate form). You are required to supply details such as your vessel home port, SSR number, last port of call and passport numbers. This form should be deposited in one of the yellow boxes around the marina as soon as you step ashore, with a copy retained on board. Always ensure you have valid passports for all crew on board, appropriate registration documents and a copy of your insurance certificate.

**Pets on board**

Pets are only allowed on board vessels arriving directly from the UK. If you have a pet on board you will not be allowed to moor inside the marina so you will have to stay outside on the visitor pontoons, which are not connected to shore. Pets may be taken ashore in a personal tender but they are not permitted in the harbour water taxis.

**Healthcare**

There is no reciprocal healthcare agreement between the UK and Guernsey so it’s essential to have some medical insurance in place.
season boats are often asked to raft, our advice would be to fender up both sides before entering the marina. If you are given an alongside pontoon berth, before you slip off into town have your fenders prepared high on your outside just in case. The main facility block has toilet, shower and laundry facilities, as well as a television screen showing weather forecast information. There is free WiFi in the marina but it is not always reliable. The tourist information centre also has free WiFi should you need it. If you chose, or find yourself staying on the visitors pontoons outside, you will have the advantage of no tide constraints, allowing you to leave whenever is convenient which is useful if you are trying to catch a weather window. These pontoons are not connected to shore, so access ashore is via water taxi or tender over to the dinghy pontoon. They do have water, but do not have shore power. Albert and QEII marinas are for local boats only, although QEII is sometimes used to accommodate larger visiting vessels and visitors may use the fuel berth inside during the high water period.

**Where to eat & drink**

Within a very short distance of Victoria Marina you are spoilt for choice for eateries for all tastes and budgets. Here are just a few of our favourites.

If you want to have a drink and watch the world go by the Guernsey Yacht Club on Castle Pier welcomes visiting boaters. Its panoramic balcony offers superb views of Castle Cornet and beyond. It also offers great value bar food most evenings.

If Indian cuisine is your thing there are several curry houses within stumbling distance of the marinas. Taste of India is above Creaseys store, opposite the Co-op and old market. If you don’t mind walking a bit further, the excellent Sitar is located on Contree Mansell in the Old Quarter at the top of town. If your have transport there is a really good beachside Indian called Sunset Cottage on the west coast at L’Eree. As the name suggests it enjoys spectacular sunsets most nights. If the fridge is bare, or you arrive late after a long day on the water and need a quick fix, head for The Chippy in Fountain Street where you can eat in or take away. For breakfast, afternoon tea and light bites The Loft on the High Street above All in Black boutique offers great views across Victoria Marina and the Little Russell. If it’s Chinese food you seek then a leisurely stroll north along the seafront to St Georges Esplanade will take you to the popular China Red. La
Money
Guernsey has its own currency which is in essence the same as UK sterling. UK currency is widely accepted on the island, but the same is not true of Guernsey money in the UK, a good excuse to spend it all before you come home. Euros are not accepted but can be exchanged at many of the banks along the High Street. There are plenty of cashpoints in town and also at St Sampsons, but if you need UK sterling notes visit the HSBC cashpoint on the entrance of the Commercial Arcade.

Food Supplies
There is a Marks and Spencer Food store on the waterfront adjacent to the marina, a large Co-op Locale store in the old market building and another Co-op adjacent to QEII Marina. All very walkable from Victoria Marina but note these are closed on Sundays. There is a handy Checkers Express grocery store on the waterfront which adjoins the High Street, it is open seven days a week till 10pm.

Grocery Tip - A delicious addition to your shopping basket is Guernsey Gache, pronounced “Gosh”. This traditional fruit loaf is delicious cold or toasted with a generous layer of Guernsey Butter.

Weather information
NOAA actuals from the Channel Lightship and Jersey Buoy, The Jersey Met office Guernsey forecast, Meteo France, the Met Office Inshore Waters and Shipping Forecasts are all good resources for this area.

Charts & Pilot Books
There are two chart folios to choose from, the Imray 2500 Channel Islands Chart Pack or Admiralty SC5604 Channel Islands Leisure Chart Folio. The Imray Channel Islands Pilot by Peter Carnegie might also be useful.

Perla offers excellent value Italian food and is adjacent to the Tourist Information building. For a traditional roast, try the carvery at Moores Hotel, which is served every week night and Sunday lunchtimes. Dan Nello is a rustic Italian and seafood restaurant on the High Street ideal for a special romantic evening or a meal to impress. Last but not least if you are looking for that extra special meal it has to be Pier 17 located on Albert Pier. This restaurant is known for its seafood and succulent steak dishes, but make sure you book to avoid disappointment. If you are visiting in the autumn months it’s worth noting that the Channel Islands host Tennerfest. This is a promotion in October where participating restaurants offer great value set menus from £10.
Places to visit

There is plenty to do and see around St Peter Port. Castle Cornet houses five museums, including a 201 Squadron (RAF) museum, a Maritime Museum, and the Story of Castle Cornet museum. There is usually some sort of event happening on the waterfront or town during summer. If you wake up to the roar of car engines and the smell of burning rubber, it is probably the Le Val des Terres Hill Climb. From the start line at Havelet Bay you can watch locals in their souped up vehicles hurtle up the hill. Past Havelet Bay on foot you will find the two salt water swimming pools at La Valette dating back to the 1800’s. La Vallette Underground Military Museum is close by. Walk a bit further and you will find the Aquarium and Clarence Battery, an impressive French fortification. If you have transport and want to explore further the German Occupation Museum is a must see. It is jam packed with war time memorabilia and offers a real glimpse into life on Guernsey during the
occupation. On the west coast Fort Grey houses the Shipwreck Museum and in the parish of St Andrews the Little Chapel is said to be the smallest chapel in the world and is constructed out of pieces of decorative china, pebbles and seashells. When it’s cold outside the kids, and grown ups, will love a visit to Guernsey Candles where you can make your own candle in the workshop and explore the gift shop.

No visit to Guernsey and St Peter Port is complete without a trip to Herm Island. When the sun comes out it’s easy to see why this is such a popular boating haunt for the locals. It’s idyllic with coastal walks, sandy beaches, a pub and gift shops. The Herm Trident departs up to 8 times a day depending on the season. You can book a return trip at the ticket booth near the Weighbridge Clock Tower and Liberation Monument. Tickets cost £11.50 for adults and £5.50 for children. If you are bit of a thrillseeker, a blast over to Herm with Island RIB Voyages might be more your cup of tea. Its also worth noting that if you visit Herm between April and July you may see puffins south of Jethou. A final must do trip is to take the ferry to Sark. Often described as stepping back in time, Sark is car free, picturesque and a unique island of tradition.

Anchorages

Fermain Bay on the east coast is a beautiful spot to drop the hook. This sandy bottomed bay is a great place for swimming, or you can dinghy ashore for a bite to eat at the Fermain Beach Café, but it can get very busy at weekends. Havelet Bay is an anchorage located just to the south of St Peter Port and is a great free alternative to entering the harbour. Its a good anchorage in the prevailing south-westerlies, however it can become uncomfortable if the wind has any east in it.

Where to fill up

The easiest place to fill up with petrol or diesel is the Boatworks Fuel Pontoon on the port side of the Fairway in St Peter Port harbour. Be aware that the pontoon dries at low water and there is a useful tidal depth gauge located next to the pontoon. Have your fenders low on your approach and be prepared for the surge caused by the Condor Fast Ferry when it enters the harbour. The fuel berth and chandlery are open year round between 8:00 and 17:30 Monday to Friday, 8:30-17:30 Saturday and 8.30-12.30 on Sundays in the summer only. There is another Boatworks fuel pontoon in the QEII marina. This marina has a tidal sill so ensure that you leave sufficient time to enter, fuel and exit. Visitors can arrange a fuel tanker to meet them over the high water period at Abrahams Bosom at neighbouring St Sampsons. Contact Rubis Fuels on 01481 200800. This is the cheapest option for diesel, however there is a minimum amount for delivery and you will need to give them plenty of notice. If you are planning to overnight in Beaucette Marina, it has a fuel berth offering petrol and diesel.

Staying longer?

If you want to keep your boat in Guernsey long term, Beaucette Marina is the only place where this would be possible. An annual 10 meter berth is currently £4510 plus electric. If you need to leave your boat in Victoria Marina and return home, due to bad weather for example, there are unattended rates during the summer months. There are also special rates during the winter for unattended and attended berthing.

For more information visit
www.guernseyharbours.gov.gg
www.visitguernsey.com
Beaucette Marina

Once a disused quarry, the extremely deep Beaucette Marina is a very tranquil and picturesque place. Despite its obvious isolation from Guernsey’s capital St Peter Point, it has a friendly atmosphere and a lot to offer. Sheltered by its high dark granite sides, there is a restaurant on site, coastal walks, an award-winning beach closeby, and the nearest shop, ‘Smugglers Store’ is a 10-minute walk from the marina. From the L’Ancresse bus stop, situated opposite the Smugglers Store, you can catch a bus into St Sampsons and St Peter Port, on the other side buses go to Guernsey Airport. The marina offers fuel, located on the hammerhead of pontoon B, lifting and boatyard facilities. The marina allows cats and dogs to be landed as long as the arriving vessel has not visited a port outside of the Channel Islands and United Kingdom.

The Approaches

Beaucette Marina is located on the north east tip of Guernsey. Entry is not advised in strong N-SE winds. Tidal access is approximately 3 hours either side of high water. If you need to wait for the tide there are yellow visitors’ buoys located to the north of the entrance. Beaucette has a bit of a reputation for having a tricky entrance, while this may be the case when the weather is bad;
it is actually pretty easy on a calm day. If you are approaching from the north, for instance via the Alderney Race, leave Platte Fougere and then west cardinal Petite Canupe to starboard. The cardinal marks the start of the buoyed channel, on passing turn due west. If your approach is from the south of the Beaucette channel look out for the red and white fairway buoy marked ‘Beaucette Marina’. Leaving this to port, turn due west into the buoyed channel. It is recommended to call the marina on VHF Channel 80 and they will often come out to greet you in a dory and see you to a berth. Once in the channel there is a transit on 277°T and the rocks at either side of the spectacular marina entrance are painted white. Proceed through the narrow entrance, a harbour wall appears directly ahead, and turn immediately to port. You will see the visitors pontoon G and slipway ahead and the main marina to starboard. Once inside you are very sheltered and there is enough space for you to sort out your fenders and lines. Sometimes the marina can be so sheltered you loose all perception of the wind, so there is a very useful windsock on top of the marina office building to help indicate strength and direction.
When it comes to pocket cruisers, the choice of new boats is quite limited. Most sub 21 footers built today tend to be more cuddy cabin than true mini cruisers. While a cuddy is perfect as a dayboat, and will certainly do for the occasional overnighther, if you want to spend a weekend or even longer aboard you are going to need a bit more in the way of creature comforts. What defines a pocket cruiser? Well it needs to be small and light enough to be towed behind a large, but normal family car. It also needs a proper sea toilet and a galley that comprises of more than a single portable hob. In short it should provide just about everything a 25 foot cruiser will give you, but in a package that is easy to trail and launch.

It wasn’t that long ago when 21 foot cruisers were being built by a number of different builders. Fairline had the Weekend, and later the Sprint, the Yanks gave us the Bayliner 2155, the Searay 220DA and the Cruisers International 224, and then there were numerous smaller builders such as Picton with their 180 and 210 Mardi Gras and Fiesta models. We
FOR SALE
£12,500
can't, of course, forget Shetland and Hardy who are two of just a few builders outside of Scandinavia still producing true pocket cruisers. In my mind though it was Sealine who led the way in this market. Starting out with the 18 and 19 Weekenders in the late 1970’s, the Sealine pocket cruiser was remodelled in 1987 and launched as the 195 Attaché. This was face lifted and renamed the 190 Attaché in 1989, the 200 Senator in 1991 and lastly the 210 Senator in 1993, before finally being withdrawn in 1997. The 215 Envoy was always bigger than the name suggested, at 23 ft, and this model, which was more of a sportscruiser than a pocket cruiser, effectively grew up into the S25.

*Chipsy* is a Sealine 210 Senator from 1994 and is currently up for sale with Thames Boat Sales at Bray. It is fitted with a V6 4.3 litre 205hp MerCruiser petrol engine with single prop outdrive. This should mean a top speed well into the 30’s and comfortable, not too expensive cruising in the mid 20’s. Expect to burn around 5gph at cruising speed but nearer 10gph with the throttle wide open.

The cabin on the 210 is compact but well proportioned. A dinette, big enough for four, converts into a double V berth. There is no separate toilet compartment but there is a sea toilet located aft of the dinette seating on the starboard side. This effectively means the whole cabin becomes your toilet compartment if you need some privacy. When not in use the toilet is completely hidden so that you wouldn’t even know it was there.

Opposite this is the galley, which has a small sink with pressurised cold water and a two burner gas hob and grill. Upgrading the domestic water to include a hot tap would be a reasonably simple job. Headroom is very limited in the cabin with no standing headroom anywhere except at the galley, and only then if the wooden hatch is not in place.
The upholstery in the cabin is the original 1994 material but it has worn spectacularly well looking almost new in places. Unfortunately a couple of window leaks have allowed some damp patches to turn mouldy either side on the aft end of the seating. With the right cleaning products this would probably clean up and if so there is no requirement for upholstery work, but you would need to see to those window leaks to keep the mould at bay. The rubber seals on the outside certainly look suspect. Similarly the carpet was damp and a bit grubby in the aft corner but give it a good clean, dry it out and fix those leaks and it would provide many more years of service.

There is no shortage of storage down below with a couple of useful cupboards in the galley, two large lockers beneath
the saloon seating either side, an even larger one in the bow and a hanging locker big enough for a couple of days worth of clothes for two people. In the base of this locker is access to the two toilet seacocks that look in good order.

The boat has shorepower and with four sockets in and around the galley you won’t be short of somewhere to charge your phone or laptop. There is also a 12 volt socket should it be required.

To gain access to the cabin you have to undertake a bit of fiddly woodwork. There is the wooden hatch to be removed, then a slotted washboard and finally a bi-fold door to open. This is a bit fiddly, and you do have to find somewhere to store the hatch and washboard. All this woodwork would benefit from a bit of TLC in the shape of a rub down and re varnish.

I have been on brand new boats costing hundreds of thousands of pounds and found a helm seat that is not adjustable. On the 210 not only does the helm seat adjust fore and aft, so does the navigators seat on the opposite side. This layout of two separate forward facing seats is a really nice touch. Both crew have a proper place to sit which allows good comfort and visibility, something you often don’t find on much bigger boats. The helm is well laid out for the skipper and Sealine even managed to squeeze in a little chart area right where it would be needed. There is no dedicated place to fit any electronics, one thing that Chipsy is lacking, but a small multifunction display should fit neatly next to the speed and depth gauge underneath the windscreen. There is a VHF bracket and wiring fitted at the helm and we are told a VHF is included.

Beneath the helmsman’s seat is a very large gas locker, capable of taking two 907 size Camping Gaz cylinders plus spare fuel cans or any other kit that required vented storage. A similar size locker beneath the navigators seat is taken up with the optional, and very useful, fridge on Chipsy. Behind the two seats, in the cockpit sides, are another pair of storage lockers. The port one has the shorepower electrics, the starboard one a manual bilge pump, but in

The cabin access woodwork needs a varnish. The toilet is neatly concealed, despite not having a separate head compartment.
both there is still lots of space for fenders, ropes or cleaning kit etc.

Lift the cockpit carpet and there are three floor panels. The large middle one lifts out to reveal the fuel and water tanks. The two smaller ones either side are hinged, below which there are two huge bilge lockers, large enough to store all manor of kit.

Along the transom there is a seat big enough for three. The back rest section of the transom seat lifts out to reveal yet more storage, this time a self draining wet locker, a perfect place to throw wet ropes or canopy panels. The 210 is billed as a 2+2 cruiser and this back rest slots in to form a sunpad or double berth. Beneath the seat cushions you will find access to the engine, batteries and other mechanicals. There is room down here for a calorifier, if you wanted that hot water upgrade, or you could just throw the canopy down here when the sun is shining. The engine itself looked to be in good order. No rust, nice and clean, and even the manifolds and risers looked in good condition due, no doubt, to the fresh water use Chipsy has had over recent years. Being raw water cooled, any potential purchaser should factor in the possible replacement of the manifolds and risers, unless proof is supplied of recent replacement, as they typically only have a five year lifespan in salt water and maybe 10 years in fresh. The hour meter is currently reading 294 hours. Access around the engine for checks and servicing is pretty good, although as is often the case with V6 engines the spark plugs will probably be changed more by feel than sight. The engine bay automatic fire extinguisher is missing from its bracket, and that is something that any insurance company will insist is in place before they provide cover, as well as being an obviously sensible thing to rectify.
The cockpit provides much needed extra living space on a boat of this size and with the canopy up and the table in place the aft section of the cockpit works well. The seat vinyl is original and looks tired, but undamaged. A good clean and it will be serviceable for the time being. The canopy, on the other hand, probably needs replacing. It has shrunk, making it difficult to do up properly, there is some damage and the clear PVC windows are starting to lose their transparency. It is also one of the fiddliest canopies I have ever erected, with six separate pieces that have to be put on in a certain order. If I were buying this boat I would live with it just long enough to work out a better design. The canopy arch, which also houses the steaming, anchor and cockpit light, is designed to easily fold back, which is useful if you want to explore places with low airdraft.

The bathing platform has storage for four fenders, an auxiliary outboard bracket, some moulded steps to gain access to the cockpit and even a ski eye if you want to make full use of that V6 power. There is a small amount of gelcoat damage on the auxiliary engine bracket but otherwise the externals seem to be in good order. The side decks are a very good size and the foredeck comes with a huge anchor locker. The gelcoat could do with a polish to bring back its lustre and I would consider removing the stripes, which are starting to fade, crack and peel. Do this and the boat would immediately look much younger than its years.

*Chipsy* is a great little pocket cruiser in need of just a small amount of work. It would require a new BSS if it is going to remain on the inland waterways but with a boat like this the benefit is that it doesn’t need to be kept in any one particular place. One week you could be mixing with the jet set in St Tropez, the next you could be cruising the Caledonian canal. Just add trailer.

*We would recommend that you always get a professional survey on any used boat purchase.*

**SPECIFICATIONS**

- **Boat Name:** Chipsy
- **Make/Model:** Sealine 210
- **Year:** 1994
- **Engines:** 1 x Mercruiser 4.3 V6 205hp Petrol
- **LOA:** 6.40m / 21ft 0in
- **Beam:** 2.31m / 7ft 7in
- **Displacement:** 1200-1700kgs
- **Fuel:** 205 litre / 45 gallon
- **Water:** 90 litre / 20 gallon
- **Bray Marine Sales**
  [www.thamesboatsales.co.uk](http://www.thamesboatsales.co.uk)
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Faulty trim switch?

Q Last time I was out on my boat the drive leg trimmed down, but then would not trim back up again. The boat has a Volvo 290DP drive and a control at the helm that comprises two round buttons for up and down and a smaller oval button to act as an override to get the leg fully trimmed up. If I press down I can hear the pump working, but when I push up I get absolutely nothing.

A This could be anything from bad wiring to a faulty pump but my money is on the control panel. As these switches age, the thin plastic membrane gets brittle and cracks due to a mixture of UV damage from the sun and constant prodding, sometimes with fingernails. This can cause the membrane to crack allowing moisture to find its way into the contact below. Once this has happened it is only a matter of time before the contacts corrode and it stops working. I have managed to get one working again by cleaning the contacts but with no protective cover this will only ever be a temporary measure. If your switch has suffered this fate, the only proper solution is replacement.

Engine room fire extinguisher advice

Q I have just bought a used boat and need some advice on engine room fire extinguisher systems. It currently has a single automatic dry powder extinguisher that is past its best. The cheapest replacement would be another dry powder, but someone told me that if it goes off while the engine is running it will be ingested and damage the inside of the engine. Is that right and if so, what alternatives should I be looking at?

A Sodium Bicarbonate in dry powder extinguishers is typically 10-75 micron in size. Air filters are not sold with a micron rating, this is only used for fluid filtration, but to meet ISO standards they are tested with dust down to 1 micron. Those that publish results say they have efficiency figures approaching 100%. I doubt that much dry powder will get past a good quality air filter. Having said that, there are still reasons to avoid having them in the engine room. If one fires accidentally it will create a horrible mess that is not only difficult to clean up, but can cause problems with electrical equipment, especially in a damp environment. I would suggest an FM200 system, which is very efficient at tackling fires but leaves no mess to clear up.
Crew Confidence

Q When we go boating, it is always me that does the driving while my wife looks after ropes and fenders. It has dawned on me that should something happen to me while out at sea, my wife may not be able to drive and navigate the boat. I could try teaching her but I am not the best teacher. What course would you recommend to give her the skills and confidence needed?

A Yours is not an unusual scenario and to be honest I am surprised more skippers don't think of the consequences. It is, after all, them that will benefit most from having a second in command who is capable of picking up an MOB, using the radio, or simply getting a boat back to port quickly and safely. As a minimum, I would suggest a VHF course together with a powerboat level 2. If you can organise the training on your own boat so much the better. Level 2 courses are often run on RIBs which, while fun, may not provide the skills to drive your boat if it has a different configuration. If your wife enjoys the level 2, a day skipper would be the next logical step. If you do have the tuition on your own boat, perhaps you could act as her crew for the duration. There is much skill in being good crew too.

Wrong oil?

Q I have just changed the oil in my Perkins diesel engine and realised afterwards that I had used oil bought for a petrol engine. I only potter along at river speeds but just wondered if I was causing any long term harm. Will it be ok to leave it until the next oil change?

A Many current oils are suitable for both petrol and diesel engines, while some may be specific to one or the other. Oils designed specifically for diesel engines are better able to deal with the extra contaminants that the engine produces. The first thing to do is look at the actual specifications on the oil container. You are looking for the API or ACEA codes. For API there are two codes, S for petrol and C for diesel. With ACEA codes you will find A for petrol and B for diesel. So if your oil meets API C* or ACEA B*, you have an oil suitable for a diesel engine and are safe to leave it. If, however, it only mentions API S* or ACEA A*, I would be inclined to changed it sooner rather than later. No harm will have been done but it is better to be safe than sorry.
Q: On my Fairline holiday I carry a little outboard for my tender. I was wondering if I could upgrade the size of this outboard, fit a transom bracket and also use it as a get me home engine if the main engine ever broke down. Is this feasible? If so, what size engine would best suit both purposes?

A: This is a common dilemma and one to which there is no easy answer. A good tender engine should be small, light and short shaft. An auxiliary engine for a boat of your size needs to be quite large to have enough power to overcome wind and tide, and long shaft is preferred to ensure the prop stays buried as the boat pitches. I have experimented with auxiliary outboards on a 25ft boat and came to the conclusion that you need at least 10hp if you are coastal, and even then it is not as useful as you would want. 10hp will probably be too powerful for your tender, as well as being quite heavy to swap between roles. If you were serious about an auxiliary engine I would suggest permanently fixing a high thrust unit of at least 10hp to the transom with a fuel supply taken from the main tank if the boat is petrol powered. Then for your tender I would obtain the smallest, lightest outboard I could. One engine for both jobs will ultimately mean an engine that is actually not very good for either purpose.

Q: Around the front of my engine I keep finding lots of black dust. I wipe it clean but it keeps returning. Any idea what is causing this? I like to keep my engine bay as clean as possible.

A: The dust is probably from your drive belts. When left unused the belt pulleys can start to rust in the damp atmosphere. This is not really a problem apart from the fact that the rough surface increases the wear rate of your belts, hence the dust. Regular use should keep the pulleys rust free and will keep the dust at bay. I always leave my belt changes until a few trips into the new season as this kind of wear is at its worst after the winter lay-up and it saves damaging the new belts.
Q What can be done about smelly toilets? Whenever we leave the boat we give the toilet a good flush through but on our return the first few flushes smell strongly of rotten eggs. Is there something we can put down the toilet to stop this, I have tried bleach and all sorts of other chemicals but the smell is always there when we return?

A The smell is caused by decaying bacteria in the inlet pipe, between the seacock and the toilet. For this reason, nothing that you put down the toilet will stop the smell, as it will only go forward from this point. It is also worth noting that bleach and other chemicals can actually do more harm than good in the long term, as they will kill any good bacteria in the holding tank. It is also not something you really want to be flushing out to sea. What you need to do is act on the water that is trapped in the inlet pipe. There are a number of possible solutions. You could convert to a fresh water flush, as with no bacteria in the fresh water to die there should be no smell. The problem with this approach is that you may need to increase you fresh water tank size to cope with the extra demand. You can buy a kit called Flush-It from Lee Sanitation, the toilet experts, to provide a last flush before you leave the boat using fresh water, while using raw water the rest of the time. This is quite a good solution, as you won’t use all your precious fresh water flushing the toilet while you are out cruising but you should eliminate the smell. All of the other solutions that I am aware of use a chemical in the inlet pipe to mask or neutralise the smell. Lee Sanitation supplies the Heads Treatment System and Jabsco have their new Toilet Fresh system. If any of our readers have come up with an alternative solution to this age old problem, we would love to know.

Smelly Heads

The Lee Sanitation Head Treatment System is one product designed to deal with whiffy toilets.
Honda has unveiled the replacements for the BF75 and BF90 in the shape of the new BF80 and BF100. These new four cylinder 1496cc engines use the same block, and weigh the same as the outgoing models, meaning they provide a six and ten percent improvement in power to weight ratios, but that’s where the similarities end. The new models come with larger intake valves, better intake airflow, improved exhaust gas flow, and a reduction in gearbox friction with a smaller diameter water pump, smaller reverse gear and increased diameter on gear oil return path. Even the lower gear case itself has been redesigned for efficiency with a low drag coefficient. The new engines come with Programmed Fuel Injection, (PGM-F1), for a more precise fuel delivery and better performance under varying operating conditions, and Honda’s BLAST technology that advances the timing and enriches the fuel/air ratio under hard acceleration to help get the boat on the plane faster. They also feature variable valve timing and lift electronic control, otherwise known as VTEC, and ECOmo where the engine management leans off the fuel air mix once the engine has been through the BLAST phase to reduce fuel usage while cruising. This system incorporates a green light on the helm instrument to show when you are running in ECOmo and help you get the most out of your fuel. Another useful feature, especially if you use your boat for fishing, is the trolling feature. This allows you to precisely control the RPMs of the engine, between 650 and 1000 in steps of 50 rpm, achieved by a simple press of a special trolling switch. The new models are also fully NMEA 2000 compatible allowing integration to third party multifunction displays. A wide range of three and four blade, aluminium and stainless steel propellers are available depending upon whether your preference is for high performance, heavy duty use or general cruising, and a 44 Amp alternator should ensure your battery bank stays topped up.

<table>
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<th>RPM</th>
<th>Knots</th>
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<th>GPH</th>
<th>MPG</th>
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<td>1000</td>
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The Honda helm tacho display provides a maintenance reminder symbol, to let the user know when a service is due, as well as the usual engine hours, trim angle, fuel flow rate, engine alerts and fuel level, not forgetting that ECOmo light.

We tried the engines on four different boats, two with the BF80, and two with the BF100. Underway the engines provided brisk acceleration and good mid range pick up, helped by the BLAST technology. When sitting at the transom they were quite noisy at full throttle, with the 80hp engine measuring 95db, but move up towards the helm and drop the revs back a bit and they quietened down significantly reading 84db at 4500rpm, which equated to 23 knots on our test boat.

We found that the ECOmo light typically operated between 3000 and 4000 RPM, give or take a couple of hundred RPM depending upon which boat we were on. This meant that to cruise at their most economical you would need to stick at, or just below 20 knots on the four test boats.

We took fuel readings on all four test boats and obviously got slightly different readings on each. The figures quoted here are for the BF80 fitted on an AMT 185BR with three persons onboard and a 90% load of fuel. You can clearly see the ECOmo range, which on this boat started after 3000 rpm, once the boat was on the plane, and stopped at 4200rpm.

The BF80 and BF100 are due to reach Honda dealers for the start of 2014. At this time prices for the new models are not available, but I would expect to see a small premium over the prices of the existing BF75 and BF90 priced at £9,269 and £9,549 respectively.

Contact: Honda (UK)
0845 200 8000
www.honda.co.uk/marine

Motorboat Owner

“Are petrol boats expensive to run? At over 7mpg, they don’t have to be”

Value n/a
Usability 4/5
Performance 5/5
How many things do you carry on board that need to be charged through a USB port? A quick check on our boat found two phones, a VHF, a WiFi dongle and two cameras, and I’m sure there are more. Obviously we have mains charging for when we are on shorepower, and 12 volt chargers for when we are not, but there are times, like when we are off exploring for the day or out in the dinghy, when these options aren’t available. That’s where the Kathmandu Solar charger and powerpack comes in. With a 1500mAh battery, the unit can be charged from a USB port, or can be left in the sun to charge via its inbuilt solar panel. A full charge takes around 3 hours on USB or 20 hours in the sun. I tended to just leave it on the dash in full sunlight, which, as I only used it every few days, meant it was always fully charged and ready to go. I guess in the duller months you would be better off charging it via USB to start and then leaving in daylight to keep it topped up.

Using it on an iPhone I managed to get the phone battery back to 95% from 15% on a single charge. That’s pretty useful extra talk time in an emergency, so it could be a useful bit of kit for your grab bag. It even managed to put some power into our USB capable Standard Horizon handheld VHF so again, a useful emergency feature. The one issue I had with it, and I think this is more of an Apple problem than anything, was that while it was charging the iPhone I kept getting a not supported message. This meant I had to keep unplugging it and plugging it back in again to keep it charging.

If you have ever run out of battery on your phone or camera at a crucial moment, I think you would happily pay £15 to get the thing working again. In an emergency situation, I’m sure you would consider it the bargain of the century.

**Motorboat Owner**

“A cheap insurance policy against running out of power”

| Value | 5/5 |
| Usability | 3/5 |
| Performance | 3/5 |

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The GPS150 is a revolutionary new positioning sensor from Digital Yacht that combines GPS and the Russian GLONASS system in one compact sensor for unprecedented positioning accuracy and reliability. With a manual or automatic choice between these two satellite positioning systems, you’re not only assured of a back-up but also improved performance with accuracies around 1m with SBAS enabled transmissions. Capable of tracking up to 50 satellites, it integrates via a simple NMEA interface directly to your plotter, radar, instrument system or DSC VHF. It can even connect to a PC, MAC, Tablet or iPad via an optional wireless interface. However, the technology doesn’t stop here. With a super-fast 10Hz NMEA output, dynamic and slow speed navigation is transformed with quicker updates and stable course and speed readings. It will even support TurboNav - a new high speed (24x) interface for integration with performance sail systems.

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Basic Electrical Testing

It is not an unusual occurrence for an onboard electrical item to suddenly stop working. Whether it’s a lamp not lighting, a horn not tooting or a wiper not wiping, these kind of faults are not too difficult to diagnose.

Ultimately, there are only a few possible causes of the failure and that is: a failure in the power supply due to a flat battery, broken wire, blown fuse or loose connection, a failure in the switch gear or a failure of the item itself.

Electrical multimeters can seem quite scary to the uninitiated, with all their buttons, settings and funny little symbols, but if you master just a couple of simple settings you have a good chance of finding out what has gone wrong, which is half way to getting the thing working again.

Before testing anything else make sure you have decent voltage at the battery. 12.7V is fully charged, 12.1V is around 50% charged and 11.7V indicates a flat battery.

Everything written here relates to 12 or 24 volt DC circuits, in other words equipment that is powered by your boat’s batteries. If something that runs off shorepower fails, you should consult a qualified electrician. The first thing to check is that there is a power supply at the non-working item. Set the multimeter to DC volts, indicated by the symbol in the picture on the left. You will need to choose a voltage on the multimeter that is higher than the operating voltage of the boat. So if you are testing a 12V boat, use the next one up which may be 20V. If you are testing 24V boat you may have to select 50V or even higher. Start by checking...
the voltage at the battery as this gives you a reference to what you should expect to see anywhere else on the boat. Place the black/negative probe onto the negative battery terminal and the red/positive probe on the positive terminal. You should get something around 12.7V, or 25.4V on a 24Volt system, which indicates a fully charged battery. If you get something much lower, particularly if it is below 12V or 24V, charge the battery or replace it before moving on as it may simply be low voltage that is stopping the item from working.

Once you have confirmed that you have decent power at the battery, place the black probe on the negative wire at the faulty item and the red probe on the positive wire. With a digital multimeter like the one we are using it doesn’t usually matter if you get the probes the wrong way around, as you will just end up with a negative voltage reading rather than a positive one. With the probes in place, switch the item on. What voltage have you got? If you have 12V/24V or more it looks like it is the item that is faulty. Depending upon the item, you may be able to confirm this with a continuity test. The continuity setting on your multimeter usually has some kind of sound symbol associated with it, a musical note like mine or a speaker type symbol. This is because the test is an audible one and works by sending a small current through the item being tested. If current can pass through the item the multimeter will beep. This is a particularly good test for simple items such as lamps, fuses and switches where a failed unit will simply not allow any current through. With the continuity setting selected on the multimeter, put one

If there is voltage, the fault must lie with the unit itself, in this case the lamp. While it looks good, this lamp did not indicate continuity meaning the lamp was blown and was the reason our light wasn’t working.
probe on one terminal of the item being tested and the other probe on the other terminal. It doesn’t matter which way around the probes go. If the meter beeps the item is probably good, if it doesn’t you may need to replace it. When testing a switch make sure it is on, or test it both ways to be sure.

Items with DC motors such as wipers and bilge pumps can also be tested using continuity. If all is well you should get a beep as you connect the probes to the two terminals or wires of the motor. If it doesn’t beep straight away, turn the shaft of the motor and try again. If there is still no continuity the motor probably has an internal fault.

So, what about if you have no voltage at the item in question? Then things get a little more complicated, as you have to work through the system to find where the fault lies. The diagram on this page is a very simple lighting circuit. It comprises a power supply, the lamp, a fuse, a switch and some wiring. Swap the lamp for just about any other electrical item on your boat and the circuit will remain broadly the same. There are one or two exceptions such as automatic bilge pumps and two-way lighting where some extra wires add complexity, and some circuits where items are switched by relays, but these circuits still operate on much the same principle. Power from the supply, passes through a fuse or breaker, reaches a switch where it will stop if the switch is off or will carry on to the item requiring power if it is on. On the other side of the item is the negative wire, which returns to earth to complete the circuit.

You should already have your reference voltage taken across the battery terminals so next, with the negative probe on the negative battery terminal place the positive probe on the electrical contact at points 3, 4, 5, 6, 7 and 8 of the circuit in question. You will probably need to unscrew or pull out switch panels and partially dismantle the faulty item to get to some of these, and as you move away from the battery you may need to find an alternative negative, such as the negative bus bar that is usually mounted wherever electrical items congregate.

The Voltage at points 3, 4 and 5 should all read the same as your reference voltage. If it is slightly lower this is ok as you will get a small amount of voltage drop the further from the power source you go, but at no point should it drop more than 5%. So with 12.7/25.4V at the battery, you don’t want to see less than 12.1/24.2V further down the line. The voltage reading at point 6 will depend if the switch is on or off. With it off it will be zero, with it on it should be the same as at point 5. At point 7 you should see around 12/24V with the switch on, and at point 8 the voltage

This simple lighting circuit is representative of many circuits on a boat. The lamp could be a pump, your wipers, the horn, or even a radio or fridge.
should read zero. Anything different and you are on your way to finding the fault. A zero volt reading at point 4 would indicate a blown fuse or tripped breaker, assuming you had full voltage at point 3. A zero reading at point 6, with the switch on and a good reading at point 5, would indicate a faulty switch. If, with 12/24V at point 2, you get a zero volt reading at point 3 this would indicate a broken wire or terminal between the battery and the fuse. Zero volts at point 5 but 12/24V at point 4 suggest a wiring problem between the fuse and the switch, and zero volts at point 7 with 12/24V at point 6 suggest an issue with the wiring or connections between the switch and the non-working item. A sudden drop in voltage between two parts of the circuit indicates high resistance, commonly caused by a loose connection, corrosion or partially broken wiring.

If you get 12/24V all the way to point 7, but zero volts across 7 and 8, that would indicate a poor earth to the item. Faulty earths are a very common cause of electrical failure and to confirm this you could try running a new earth from the battery, or negative bus bar, to the non working item and see if that does the trick. If it does, concentrate on tracing and fixing the fault on the earth wire.
There is something special about a Turbo 36. It’s a comfortable live aboard cruiser offering great handling and two separate cabins; including a superb aft cabin. It certainly offers a lot of boat for the money. Thirty years on they still make a sensible buy if you want the most space for the smallest marina bill.

**On Deck**
Being an aft cabin boat the Turbo comes with a huge aft deck area that extends full beam. It is often fitted with a non-slip surface, which if original may be degrading and lifting in places. If it’s still in good order a run over with a jet hose or maybe a coat of appropriate paint will keep it looking fresh. Early models have modular seating aft, a combination of fixed storage lockers and coolboxes. Later models have a continuous fibreglass seat making access to the aft cleats a little more troublesome. The aft deck is enclosed by waist-high guardrails with dodgers. There is a generous fibreglass bathing platform with a central ladder up to the aft deck. Check the corners of the platform for impact damage to the fibreglass and rubbing strake. Forward, a step down either side gives access to the side decks and the vast foredeck. Most models have a section of solid rails at the bow and stern and then flexible guardrails between. Later boats had solid rails all the
way aft. Check the guard rails for signs of rust and check for stress cracking around the stanchion bases. These areas are prone to wear and tear with years of people pulling on the tops, or fenders being tied to the wires. The Turbo is quite high sided, a great advantage at sea but getting on and off onto a normal height pontoon is only for the agile. Most models came with a set of slot-in steps, which could be mounted on each side deck to aid access, also

**Built** 1982-1993

**Prices then** £50,000-£135,000

**Prices now** £50,000-£100,000

**Length** 39ft 11in/12.17m

**Beam** 13ft 4in/4.05m

**Draft** 3ft 4in/1.01m

**Air Draught**

- Metal Arch 12ft 10in / 3.90m
- Fibreglass 14ft 4in / 4.37m

**Fuel** 1055 litres / 232 gallons

**Water** 527 litres / 116 gallons

**Displacement** 8500 - 9150kg
many owners have added a spliced eye or monkey’s fist dangling from the flybridge grab rail to avoid pulling on the stanchions too much.

Interior
You enter and exit the boat through a slanted patio door and down steps into the saloon. One disadvantage of this is that when it rains the door has to remain shut, as do all the windows. Some owners have created an arched awning over the door to help shield the elements. The two cabin layout is luxury for a couple, with occasional guests accommodated in the bow. It’s a great family boat too, offering additional sleeping for up to three more people in the saloon. The vast aft cabin is the real selling point of this boat. It has a walkaround island double berth, plenty of storage for liveaboard cruising and a generous ensuite toilet compartment with shower on the starboard side. Lift the curtains in the aft cabin to check for signs of leaks around the windows and hatch. New sealant outside may be a sign of previous leaks.

On some older models the cabin doors and openings have curved tops, providing a classic yacht like feel to the interior. There are more storage cabinets to be found next to the steps leading down into the aft cabin. The large
saloon is a comfortable, social living area and lots of light floods in through the aft patio door, windscreen and large surrounding windows. With facing settees, an L-shaped sofa on the port side and a convertible settee to starboard, a couple could easily lounge of an evening either side. One model we saw recently had been modified to include a dinette to starboard, giving a permanent place to eat as opposed to using the Fairline’s standard convertible table. The lower helm position has good visibility forward but the high aft deck obscures the view aft. Most models seem to have quite dated electronics so depending on the planned use, a buyer may need to factor in upgrading them. Moving forward three steps down take you to the sunken galley area with adjoining doors to the day heads, with its separate shower compartment and the forward cabin. The galley has plenty of storage, including under the floor and is usually fitted with a large fridge and oven with three-burner hob. The bulkhead between the galley and the WC is often where you will see signs of damp or sun damage to the wood. Owners should treat the wood with a wax every year and regular use of a windscreen cover is also beneficial. The electrics for the two helm positions are situated behind a panel in
the shower compartment so it’s worth checking there is no water damage. In the forward cabin there is a vee berth that converts into a double. From 1989 a fixed offset double became an option but these are quite rare. The forward cabin has two hanging lockers with two bed side cupboard units, plus plenty of under-bunk storage too. The anchor chain locker is accessed via an eye level cupboard in the bow. There are four opening port holes in this cabin, plus one in the galley and forward heads. If these are perspex they might be suffering from crazing. They can also be damaged through over tightening of the catches. Often you will find that these have been replaced. Check for leaks from the port holes and forward and aft escape hatches. A hatch cover might be a sign of a leak but it might also be a careful owner keeping the sunlight from damaging the wood.

Flybridge
There are no ladders or hatches to contend with on this boat, just three steps up to the flybridge. The seating configuration is usually a single bucket helm seat, a bench seat aft seating 2-3 and another bench seat running fore and aft. The back rest for the aft bench can be used to create a sunpad to the left of the helm. Some owners have modified the flybridge to include a second helm seat. Check the flybridge dials, panels and controls for sun or water damage as the flybridge may have been left uncovered to the elements. If there is not one fitted, check that a flybridge cover is included or be prepared to have one made.

Hull & Handling
The Bernard Olesinski modified vee hull offers excellent seakeeping, allowing owners to push on at cruising speeds in quite choppy conditions. At close quarters the boat is very responsive and well planted in the water. In windy conditions the addition of a bow thruster would be beneficial.

Engines
Engine access is not great on the Turbo. Lifting steps in the galley allows access to the front of the engines for some basic checks.
Engine access isn’t the best. Some service items are hard to reach.

such as strainers, but for more thorough checks and servicing you have to go in through lifting hatches in the saloon floor. Typically this involves moving sections of furniture, some simple like the lightweight starboard settee, and some a bit more difficult like the more solid seating with in-built storage on the port side. Even with the floor up, some aspects of servicing, like the fuel filters, is very tight. The battery banks are located in the floor between the engines. There were a variety of engine options when the boat was new. Early 80’s versions often had the Volvo TAMD40 165hp’s, TAMD60B 235hp’s or TAMD60C 255hp’s. The late 80’s and early 90’s models mostly featured the Volvo TAMD61A 306hp’s offering a top speed of 30 knots when new. Nowadays most of these models should be capable of cruising at a speed of between 16 and 24 knots, with a fuel consumption of approximately 1 gallon per mile. The possible exception to this are the TAMD40 powered models, which, as age has taken its toll and the boat gained weight, may

The Turbo 36 is a great sea boat.
Two good sized heads compartments, both with showers, are another great Turbo feature

struggle to reach or maintain planing speeds. With any boat of this age evidence of good engine maintenance by way of some service history is useful, and a recently serviced engine does at least offer an insight into the way the current owner has looked after the mechanics.

A typical Turbo has approximately six through hull seacocks, one for each engine and two for each toilet. Check these are operational and check inside and outside for possible signs of corrosion and dezincification. If you are checking the operation of seacocks on a brokerage boat it is always good practice to leave them as you found them.

**Design Notes**

The boat saw a few changes through its production period, namely a fibreglass arch replacing the original stainless steel version. In the last months of production the 36 was renamed as a Turbo 38. This was to align it with the rest of the Fairline range, referring to its length overall rather than hull length.

We understand that in the region of 15 boats were called Turbo 38. There were several colour schemes available over the years too; early 80’s boats had a chunky blue or red gunnel stripe while later white models featured two thin coloured stripes.

In an attempt to give owners better access to the engine Fairline made changes in the engine hatch configuration, introducing a third hatch in the saloon floor in some models and doing away with the lifting steps.

There were also some minor modifications to the galley layout on later models.

*Fairline Owners Club*

www.fairlineownersclub.com
The helm may be equipped with dated electronics. Be prepared to upgrade if required.

Conclusion
The Turbo is a great buy for someone who wants to do some serious liveaboard cruising in comfort. Asking prices vary widely from £50k up to £100k, with the later 306 powered versions at the top end, and undoubtedly the more desirable for coastal work. However, the smaller engine versions are not to be dismissed, offering excellent value and entry in to aft cabin boating, with even the 165hp versions finding favour as river and estuary boats.

Before buying any used boat, always employ the services of a YDSA or IIMS accredited surveyor and, if you have any doubt about the engines, a separate engine survey by a suitably qualified person is recommended.

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Sea Ray 265 Sundancer
Sea Ray 265 Sundancer

Length (LOA) 8.39m / 27ft 5in
Beam: 2.59m / 8ft 6in
Dry Weight: 2520kgs
Fuel capacity: 261 Litres
Water Capacity: 76 Litres
RCD category: C

Engine as tested:
MerCruiser 5.0 litre Mpi 260hp
Other engine options:
MerCruiser 5.7 litre Mag 300hp
MerCruiser 3.0 Tdi 265hp
Price from £98,024
If you are in the market for a twenty something foot sportscruiser you will most likely be choosing from the vast array of makes and models that make it across the Atlantic from the States, undoubtedly the home of the sportscruiser. Over the years there is one make that has stood out as being amongst the best of the breed, that make is Sea Ray.

The latest model to reach our shores is the 265 Sundancer, although this Sea Ray hasn't had to make the transatlantic crossing. Brunswick, the owners of Sea Ray designed the 265 to appeal specifically to the European market and also chose to build the boat over this side of the pond, in Poland. In fact so European is this boat, that it is not actually available to buy in North America at this time.

Unusually for a sportscruiser of this size there are two very different layouts to choose from. One version has the traditional layout of V berth forward, galley aft of this to port, heads opposite to starboard with an amidships berth underneath the cockpit sole. The
alternative layout, and the one our test boat had, offers a galley up in the cockpit, which means that you lose much of the port side seating. This won’t be a problem if you regularly cruise with just two on board as the double helm seat is plenty big enough for a couple, but any more passengers and they will have to sit aft should you choose this layout. The difference down below is actually a lot less obvious than you would think. While the galley is absent, the microwave remains in situ and the unit that the galley would normally be fitted into remains, albeit slightly modified, so no extra floor space is gained. What you do get though is
The 265hp V8 was good, the 300hp would be even better. A diesel option is also available.

much needed extra storage in the unit that would otherwise house the fridge, sink and hob.

On either model the forward dinette and V berth is light and airy thanks to the large hull side windows, two skylights, plus opening hatch above. Headroom in the galley area, or where the galley would be, is excellent at around 6ft 2in, but the toilet compartment is a different matter where standing headroom is considerably less. The frosted glass door on the toilet compartment is a nice design feature. The amidships berth is a decent size offering well over 6 foot in length. The interior of the boat is a bit short on storage. On the galley up version the large galley style unit helps, but on either boat I would like to see more. The storage below the V berth is lined but really too small to take much kit, there is a small hanging locker for maybe four or five hangers, a very small locker in the galley unit of the galley down version and that is it. There really isn’t enough space for clothing, provisions and equipment for extended stays.
Out in the cockpit, the storage situation is reversed; there are cubic meters of the stuff. There are two large lockers under the aft cockpit seating, one of which had been converted into a coolbox on our test boat, a huge space beneath the double helm seat and a couple of easy to get to cubby holes around the helm for your smaller everyday items.

The helm is nicely laid out with space available for a multi function display of around seven inches directly in front of the driver. The bolstered seats are comfy and plenty big enough for two. With the bolsters up, the standing driving position is good but unfortunately when they are down there is a lack of knee room, which might be a problem for the taller driver.

On the port side you either have a full-length lounger or the galley unit with a half sized seat aft. Both versions have a nicely concealed electrical locker behind a pull out cushioned section on the backrest of the port side seating. The aft part of the cockpit is taken up with a dinette with seating for four or five and a nice teak table. Beyond this is a huge bathing platform.

Engine access is through a large hatch that lifts, complete with the aft bench seat. Of the two boats I have been on, one seemed to lift further than the other meaning one had slightly better access. We are not sure of the reason for this but suspect it might simply be down to the positioning of the gas struts with better

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“The no cost hull colour options are very nice”

Helm position with moulded steps in the cabin door for foredeck access

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**PERFORMANCE**

As tested full fuel, 5 crew, Force 5

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access provided by the one with them fitted further aft. Once the hatch is up there is plenty of room all around the single V8 engine, so servicing and engine checks should be very simple.

To go forward there are no sidedecks so access is through an opening mid section of the windscreen. The cabin door has moulded steps up to the foredeck with grab rails either side, but once on deck there is little security with the pulpit rails starting out at ankle height. Things get better as you move forward, and by the time you get up front the rails offer the sort of protection you would expect, and where you would most likely need it.

The 265 is available with three engine options, two petrol and one diesel. Our test boat was fitted with the 260hp 5.0 litre MerCruiser MPI engine with Bravo III drive but you can also have a 300hp 5.7 litre Mag or, for the more frugal option, a 3.0 litre 265hp V6 MerCruiser diesel, both again with Bravo III drives.

We found the 5.0 litre version plenty quick enough, accelerating onto the plane briskly and reaching 36 knots top speed. Although we were testing inland, the large expanse of water, together with a good F5 meant the hull was given a decent workout in some quite choppy conditions. The hull handled the chop very well and with the bow trimmed down soaked up a head sea with very little fuss. What we did find was that the boat was very susceptible to wind induced lean. With a F5 on the beam, we needed to work the trim tabs more than the throttle to provide a comfortable and flat ride and to help I would really have liked to have had some trim tab gauges.
The 265 hull grips well in tight turns but it does lean just a bit more than I would expect from a boat of this size and style.

At the helm the windscreen didn’t offer quite the protection I would like and subsequently we had quite a wet and windy ride.

**Conclusion**

Sea Ray bill the 265 as a trailer boat but, while this may be the case where every other car is a V8 powered four wheel drive pick up, the all up weight will almost certainly rule out putting this boat on a trailer in the UK. Style wise the 265 is spot on, the boat looks good on the water and the no cost coloured hull options are very nice, especially the blue. The galley up version would work well in warmer weather, and this layout does provide that much needed extra storage down below. The loss of a sun lounger seems a small price to pay, especially in northern European climes. Some auto trim tabs would help keep the boat on an even keel in strong beam wind situations and performance is good from the 5.0 litre so the extra £4,000 for the 5.7 may be difficult to justify. For serious cruising the diesel is worth the investment as you will save while running it, and recoup some of the extra £13,500 when selling. If you think the 265 looks expensive you should check out just how inclusive the base price is before making comparisons.

**ENQUIRIES:** Marina Marbella 01202 714970 www.marinamarbella.net

**YOU MAY ALSO LIKE**

**Bavaria Sport 29**

The 29 is actually only just over half a metre longer than the 265, but it does also offer an extra half meter on the beam. It looks good value for money with a diesel version available at £105k.

- **LOA** 8.95m
- **Beam** 2.99m
- **Displacement** 4000 kgs
- **Enquiries:** Clipper Marine 02380 605060
- **www.clippermarine.co.uk**
- **PRICE from £86,557**

**Chaparral 270**

Very slightly shorter than the 265, the 270's cockpit feels much smaller due to the inclusion of a permanent sun pad aft. The base boat comes with the 5.7 litre 300hp 3650 Mag MerCruiser.

- **LOA** 8.23m
- **Beam** 2.59m
- **Displacement** 3130 kgs
- **Enquiries:** Ideal Boat 01758 703013
- **www.idealboat.com**
- **PRICE from £84,995**

**Rinker 260**

The smallest of the Rinker Cruisers, the 260 offers a similar layout to the galley down version of the 265 and is available with a wide range of petrol and diesel options at an attractive price.

- **LOA** 8.79m
- **Beam** 2.59m
- **Displacement** 3217 kgs
- **Enquiries:** Cambrian Boats 01792 467263
- **www.cambrianboats.co.uk**
- **PRICE from £75,727**

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