Motorboat Owner
SEPTEMBER 2017
Affordable practical boating

BOAT TEST
Bayliner VR5 Cuddy

Ocqueteau Ostréa 700 T-Top ● Birchwood TS34 ● SBS Preview

Destination Guide
YARMOUTH
Welcome to the September issue. Can you believe it? We have just had a glorious August bank holiday weekend. I hope the weather in your area was just as good, and that you were able to make the most of it. We managed to spend the weekend on the boat and, although we didn’t go far, the fact the sun was shining, we had the canopies off and we managed to spend half a day at anchor watching the seals in perfect motorboating
weather, meant it really didn’t matter. These are the days that make owning a boat so worthwhile, and create the memories that sustain us through the season beginning with ‘W’ that I dare not mention this early in the year. The forecasters are talking of an Indian summer, so hopefully there are plenty more memories to be made.

As we enter September, the thoughts of many of us are turning to the Southampton Boat Show, and this year there seems to be a bumper crop of exciting new boats making their debut. This is what boat shows are all about, getting the first glimpse of the new engines, products and boats, and seeing what innovations one manufacturer has come up with, that others may incorporate next year.

To help you through the show, we have produced a guide of some of the best new boats you really should make an effort to see. Our list of 27 boats is not complete, we simply didn’t have enough space, so keep your eyes peeled for quite a few other interesting debuts, both on the water and ashore.

If you haven’t booked your tickets for the show yet, don’t wait until you get there. There is still time to order tickets at the discounted rate of £12, which will get you in on any day, including preview day. Just click HERE and enter code EPTOD7MFZG. We’ll be there throughout, on Stand B081, so do drop by and say hello.

We look forward to seeing you.
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Red Diesel: Belgian customs controls suspended

In the wake of numerous fines issued in June and July to UK boats at Belgium ports for carrying red diesel, the Royal Yachting Association (RYA) has confirmed that further controls by Belgium Customs have been suspended. It said ‘the Minister of Finance’s office advised that due to there being different treatment on how the use of red diesel in pleasure craft is dealt with in different EU member states, Belgian customs has suspended all controls until there has been a debate at EU level to ensure a uniform approach in all member states.’ The issue is expected to be debated by the EU Committee on Excise Duty on the 18th September. The RYA has received correspondence from the Minister of Finance’s office saying “This means that British yachts can enter Belgian ports without fear of being fined.” The RYA warned ‘It should however be noted that this is not a change to the Belgian legislation. It is simply a statement that the law will not be enforced in the short term. The anticipated outcome of the EU level debate is uniform treatment on the use of red diesel in all EU ports, which we have been assured will be clearly notified.’

Cardiff Draco CO death: Engine bay exhaust to blame

The Marine Accident Investigation Branch (MAIB) has released its report on the investigation of a fatal carbon monoxide poisoning aboard the Draco motorboat, Vasquez, on 12 November 2016. Moored at Cardiff Yacht Club, its owner was found collapsed onboard and, despite the efforts of fellow club members and emergency services, he did not regain consciousness and died. The boat’s engine had been running with its canopies up and the MAIB recorded high levels of CO inside the cockpit. The rescuers were also displaying symptoms of carbon monoxide (CO) poisoning and were treated in hospital. The MAIB investigation determined that the owner was overcome by carbon monoxide (CO) that had been emitted from failed rubber bellows (inside the engine bay) that formed part of the inboard engine’s wet-exhaust system. Also that the boat’s engine had not been regularly serviced and there was evidence that the exhaust system of the engine had been modified during the boat’s life.
If you any have news from your region, please email us at editorial@motorboatowner.co.uk

New VHF channels for Maritime Safety Information Broadcasts

Boat owners will need to make sure they’re ready for the changeover of some VHF channel numbers for broadcasts and to contact UK Coastguard. From 10am Wednesday 6th September, the Coastguard will be using new channels to broadcast Maritime Safety Information and to issue medical advice. The new channels will be VHF 62, 63 and 64. The use of VHF channel 10 for Maritime Safety Information and pollution control (backup) is unchanged. The changes are a result of the World Radio Conference where it was decided that some channels should be removed and allocated for digital use. The Maritime Coastguard Agency (MCA) says there will be no difference in the service provided. MSI broadcasts will still go out at the existing published times, just on the new channels. Those listening on Channel 16 will be directed to the appropriate channel, when a forthcoming broadcast is to be made. Boat owners requiring medical advice should initially call on Channel 16. The old channels will be retained by the MCA for about a year but will not be routinely monitored. Existing VHF radios should already have the new channels (62, 63 or 64), but boat owners are advised to check.

Barrus celebrates its 100-year anniversary

The marine and garden machinery distributor, EP Barrus Ltd, is celebrating its 100-year anniversary in September. Barrus entered the marine market during the 1920’s, introducing the concept of a ‘package boat’. In promoting its outboard brands, Mercury and Mariner, the company also had a long term association with powerboat racing, with its own Barrus Powerboat Racing Team founded in the 1920’s. Barrus’s official birthday will fall during Southampton Boat Show on the 18th September, where it will be showcasing its portfolio of brands, including Mariner Outboards, Quicksilver Boats, Yanmar and John Deere inboard engines, Mercury Outboards and Mercury MerCruiser and Mercury Diesel engines, across stands E050, E069 and F020.
Crowd-funded flare disposal service to launch

The RYA has announced that the explosive ordnance disposal company, Ramora UK, is looking to implement a long term solution for the removal and disposal of out of date distress flares through a crowd funding campaign. If successful, this could establish a nationwide solution, with at least 23 permanent static collection sites across the UK. The first of these sites is planned for the Isle of Wight (IOW) with others to follow. £42,500 is required to establish the service on the IOW and collections for four years. With a 10-year target, every £3,500 beyond this will extend the service for one further year. All distress flares are classed as explosives and should be handled, stored and disposed of in accordance with the relevant legislation. For advice on distress flares and alternatives visit the RYA website.

Lifejacket reminder following Broads rescue

The Broads Authority has issued a reminder to boaters on its waters to wear a lifejacket, following a dramatic rescue of a 4-year-old child recently. During August, the quick actions of Broads Authority Quay Assistant, Gary Cotton, at Great Yarmouth Yacht Station saved the life of the little girl not wearing a lifejacket, while on a Broads boating holiday. It is understood the girl unexpectedly dashed to the quayside and fell between the boat and the quay wall. Gary Cotton said “It was an extremely dangerous situation. I managed to push the boat away from the wall to create space. I could see that the girl had no life jacket and was already sinking below the water surface, so I jumped in with my arms spread so that I could grab her.” Gary then also had to help get the girl’s teenage sister to safety after she jumped into the water to help. After showing his appreciation for his quick-thinking staff member, John Packman, Chief Executive of the Broads Authority warned “The incident has dramatically underlined the importance of the message that we and the boatyards give to everyone about the importance of wearing lifejackets, particularly when getting on and off a boat. Neither of the girls were wearing lifejackets and even strong swimmers can get into difficulty very quickly in cold, fast-flowing water. I urge everyone to use lifejackets without fail.”
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Terms and conditions apply. See southamptonboatshow.com for details. All details correct at time of going to press. E&OE.
Call for ‘responsible’ wildlife watching

Boating organisations, conservation charities and law enforcement agencies have called for responsible behavior in watching marine wildlife on the Cornish coast. Consequently, The Green Blue, a joint environment campaign run by the Royal Yachting Association (RYA) and British Marine, is advising boaters to view its guide, available online, on how to get the best experience out of their wildlife encounters by acting responsibly and cautiously to minimize the risk of disturbance while keeping participants and their boats safe. It said ‘The species most often affected are seabirds and seals as they come on to land to rest, but dolphins and basking sharks close to shore will quickly attract a lot of attention, making them vulnerable to overcrowding or being chased and can lead to accidents.’ An incident off Padstow in 2013 resulted in the death of a bottlenose dolphin calf from a local inshore pod. The people responsible were successfully prosecuted. Recommendations include, keep your distance from resting animals on land, remain calm and quiet so these are not disturbed and scared off, move slowly and avoid sudden changes in direction and speed, ensure the animals have plenty of space and an obvious escape route should they choose to leave, and to not pursue them when they do and finally to report any marine wildlife disturbances to a nearest MMO office.

Torquay Marina awarded

MDL’s Torquay Marina has been awarded the Five Gold Anchors by The Yacht Harbour Association. The 440-berth marina in Torbay, Devon underwent testing to achieve its rating and Mike Smith, Marina Manager, said “We are hugely proud to receive the prestigious Five Gold Anchors and it is recognition of the commitment and enthusiasm my team delivers each day.”
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150th Anniversary of the Shipping Forecast

On the 24th of August, the Met Office was celebrating 150 ‘uninterrupted’ years of the Shipping Forecast. The Shipping Forecast is believed to be the longest running continuous forecast in the world and its roots can be traced back to 1859, when the first gale warning was issued following a violent storm. The storm off the coast of North Wales led to the deaths of 800 people and the loss of 133 ships. Following this tragedy, Robert FitzRoy, founder of the Met Office, persuaded the Board of Trade to allow him to start storm warnings in a bid to prevent tragedies like this happening again. However, it was not until 1867 that gale warnings at sea were issued on a regular basis and they have continued ever since. Such storm warnings evolved into what is now the iconic Met Office Shipping Forecast as we know today. The Met Office now provides over 4.5 million forecasts a day across the globe and has also released the following accuracy marine forecast statistics; the Shipping Forecast is 93% and the Inshore Waters forecast is 97%. Further Shipping Forecast statistics show that wind speed accuracy and wind direction is 92.9% and 80.8% respectively, while the Inshore Waters forecasts were revealed to be 96.9% and 95.9% accurate for wind speed for the first 24hrs and 24-48hrs respectively.

Peter Dawes, Lifesaving Services Manager for the RNLI said ‘The Met Office Shipping Forecast is a vital tool in helping people make critical safety decisions at the coast and at sea. We urge everyone to check the weather before heading to the coast, in order to stay safe.’ The Met Office has released two interesting videos, How is the shipping forecast made and Met Office: Protecting lives at sea for 150 years. The Met Office provides weather forecasts via its mobile app, which is available for iPhone from the App store and for Android from the Google Play store, on the web via Shipping Forecast and Inshore Waters and by following the Met Office’s social media pages on Twitter and Facebook.
Royal Harbour History Festival 2018

Next year, between Friday 15th and Sunday 17th June, a new Royal Harbour History Festival will be held at Ramsgate Royal Harbour. Set to be ‘a hugely ambitious spectacle and community event’, the three-day event will be a showcase of the harbours coastal and maritime history. It is expected that the Royal Navy, RNLI and the Association of Dunkirk Little Ships will be taking part. The picturesque harbour on the east coast of Kent dates back to ancient times, becoming a seaside resort during Victorian times and a wartime military base across many eras. Festival organisers anticipate over 80,000 visitors to the Festival during the three days and, with various activities on offer, it will be a combination of a ticketed event and a free-to-public event.

Wartime and Dunkirk movie veteran at Buckler’s Hard

The WWII harbour defence motor launch, *HMS Medusa*, is now one of the attractions at Buckler’s Hard on the Beaulieu River. Built in 1943, the wooden *HMS Medusa* starred in the recent Dunkirk movie where it can be spotted taking soldiers, including One Direction’s Harry Styles, out to a destroyer. It was originally built in Poole as one of 480 vessels to provide an offshore anti-submarine screen for harbours, and it is now under the care of The Medusa Trust. Visitors to Buckler’s Hard will be able to talk to crew onboard and learn more about the vessel’s role in history and recent filming. A visit to *HMS Medusa* is included in the admission to the Maritime Museum, which tells the story of Buckler’s Hard, where ships for Nelson’s fleet at Trafalgar were built.
Ring returns to Southampton Boat Show

The British boat builder Mike Ring and his team will be returning to the Southampton Boat Show. The company will be promoting its range of bespoke build sportsboats and RIBs, known as Ring. Now approaching its 50th anniversary, the company said it has focused on RIB production for the export and commercial sectors where demand for high performance offshore boats is strong. However, with increasing interest in the leisure boat market, it is confident that it is a good time to return to the show. Ring’s flagship, 34 foot marathon class twin V8 powerboat, will be making its show debut, with race or leisure specifications available and engine configurations up to 800hp, along with the centre console and twin berth Ring Ranger 25 pictured. Ring’s Southampton Boat Show stand is F005.

Marine & Property Group acquire Port Dinorwic Marina

The Marine & Property Group Ltd has acquired Port Dinorwic Marina in North Wales. Offering 180 berths, the marina is located on the sheltered cruising area of the Menai Strait. The Marine & Property Group Ltd has existing sites on the Welsh coast, in Cardiff, Swansea and Aberystwyth, and last year doubled the size of its Cardiff boatyard. The company will be working with berthholders on marina enhancements and hopes to establish boatyard services, such as inboard and outboard engine maintenance, GRP repairs and osmosis treatment. Berthing at Port Dinorwic Marina is priced at £300 per metre per annum and visitor berthing is between £2-3 per metre per day. You can see video of the marina via this link.
Poole Harbour receives Ministerial visit

In August Poole Harbour Commissioners received a Parliamentary visit from Robin Walker, Minister for the Department for Exiting the European Union. The Worcester MP met with Jim Stewart, CEO Poole Harbour Commissioners, along with representatives from the fisheries, tourism and shipping sectors in Poole. The visit formed part of the Government’s commitment to engage with people across the country on the EU exit. Jim Stewart said, “We engaged in a fruitful and constructive dialogue on a range of issues relating to Brexit. We were also able to show the Minister the excellent progress that we are making on the construction of our new South Quay. Work is well underway on the new 200m long, deep water quay. The £10m project will be completed by December 2017”
Two Thames lock keepers honored

The Hotel Boat section of British Marine Inland Boating (BMIB) has awarded its ‘Lock Keeper of the Year’ award for 2016 to two members of the Environment Agency (EA) River Thames lock keeping team, based at Abingdon Lock, resident lock and weir keeper Richard Hawkins and volunteer assistant lock keeper Frank Jordan. Recipients are nominated and voted for by all BMIB hotel boat operators, so that they can recognise the support they receive from the people working ‘on the ground’ as they take holidaymakers around Britain’s inland waterways. Nick Mead, the new Chair of the Hotel Boat section of BMIB, described why the award is made. “As professional boaters we like to recognise the professionalism of navigation authority staff, especially when they give exceptional service to boaters. Hotel Boats are some of the most widely travelled craft on the inland waterways, cruising up to 1500 miles each summer season, and between them visiting almost the entire network of canals and rivers. Every nominee for this award should feel justly proud of this recognition. We are grateful for their fantastic support with maintaining our schedules as hotel boat holidaymakers enjoy the relaxed pace of Britain’s waterways and spectacular experiences of aqueducts, tunnels and flights of locks.” Presenting the award on the day were owners and hosts aboard 5 star Hotel boat, Kailani, Gordon and Dorenda Horry, they explained, “All the hotel boat crews that nominated Richard and Frank described how they are always friendly, polite and extremely helpful, however busy the lock is with boats and visitors. Boaters really value the assistance all the Thames Lock Keepers provide: taking ropes, organising boats to efficiently fill each large lock, operating the sluices and gates and providing all sorts of boating advice. Although all the locks of the River Thames can be operated by boaters without a lock keeper present, they can be daunting, especially to people hiring a boat for the first time. Richard and Frank welcome and guide you through, offering security and confidence to the novice and the most seasoned of boaters.”
In just a few weeks time, the Yacht Market Southampton Boat Show will be taking place at Mayflower Park in Southampton between 15th-24th September. The fashion entrepreneur and TV ‘Made in Chelsea’ the star, Millie Mackintosh, will officially open show on Friday 15th September at 11am. The 10-day show is set to have around 300 boats on display, many of which will be afloat on, what is claimed to be, Europe’s largest, purpose-built marina. There will be many new boats and products making UK and World debuts, including the Sealine C430. With around 27 new motorboats being launched at the show, you’ll find Motorboat Owner’s new boat preview on the forthcoming pages.

As well as the usual massive display of boats, engines, equipment and services, there will be some new ‘family-friendly attractions’, including a ‘Paddle River Experience’ pictured, Solent passenger boat trips, bell boating and an ‘Adventure River Canoe Ride’. The ever-popular ‘Try-a-Boat’ sessions will be available to book at the entrance, and also ‘Get Afloat’ sessions for kids of 8 years and older. The celebrity
pirate, Gemma Hunt, from the CBeebies kids television programme, Swashbuckle, will be appearing live in costume on Saturday 16th September, where she will be taking to the stage with a pirate song and dance show, before climbing aboard the show’s Tall Ship, the Kaskelot. The three-masted tall ship is one of the largest wooden ships in commission, and its crew will be welcoming visitors onboard throughout the show.

Adult ticket prices start at £20 online, with free entry for kids aged 15 and under. Motorboat Owner readers can receive discounted tickets by using ticket offer code, EPTOD7MFZG, when booking online. This ticket offer is valid until Thursday 14th September. Come and see us at the Motorboat Owner stand B081.

For more information about the show, including full boat and exhibitor listings, visit southamptonboatshow.com

Stars at the show. Millie Mackintosh and children's TV Pirate, Gemma Hunt
Sealine C430 £329,165 berth M208

Bella Raid £56,565 stand E064

Fairline Squadron 53 berth M214

Bavaria E34 £168,850 berth M401
27 NEW BOATS AT SOUTHAMPTON BOAT SHOW

Trader 42 £570,000 berth M135

Princess 55 £TBA stand E055

Hardy 65 £2,196,000 berth M238

Interboat 6.5 €35,600 berth M201

Kingfisher 670 £55,000 berth M136
Glastron GS259 £81,448 berth M650

Arba 500 £17,999 stand A024

Pegazus 600 TF £24,995 stand F016

Rhea 730 Timonier €134,600 berth M226
NEW BOATS AT SOUTHAMPTON BOAT SHOW

Fjord 36 xpress £192,000 berth M234

Sunseeker 76 Yacht £TBA stand C080

Quicksilver Activ 555C £24,462 stand F020

Prestige 520 £686,181 berth M514

Kingfisher 410 stand C140
DaVinci 30 €162,500 berth M245

Admiral 570 Retro stand F020

Jeanneau NC33 berth M500

Quicksilver Activ 875 Sundeck £75,920 stand F020
NEW BOATS AT SOUTHAMPTON BOAT SHOW

Jetten 38 Cabriolet €260,979 berth M249

Regal 26 Express stand C090

Beneteau Swift Trawler 35 €239,700 berth M100

Sealine C530 £674,128 berth M210

Seaward 39 £682,959 berth M127
Love thy Vixen

I enclose various photos of my 1974 Fairline Vixen, which was my first ‘proper’ boat. Never thinking at the time to take photos of before and after, I am afraid that its original ‘as found’ state was not recorded, only to confirm that it was found ‘dumped’ in an estuary with no cover and had lay there for some 10 years. It was removed and taken to my friends workshop at Gweek, where we spent what time we could give to it for nearly two years. It had a 130hp Volvo AQ12B petrol engine on a 270 outdrive and I named it Voyager V. It needed mega bucks to bring it back to ‘as new’ condition, but was my pride and joy. Geoff Venn

Editor replies: I’m not sure I like the sound of ‘mega bucks’, but what a great turnaround of fortune for one Vixen. Let’s hope we can do the same for ours.
This month we uncovered this fantastic early 90’s brochure for the Birchwood TS31. We are loving the ladies ‘striking a pose’ with white umbrellas, baseball caps and matching outfits.

Next project boat?

I saw this boat, ‘free to take’ on Guernsey and immediately thought of your projects. Great magazine by the way. I boat in North Wales and have downloaded for sometime now as it always contains items of interest to most of us motorboaters. K Dudley

Editor replies: We have seen that very boat sat there for many years and think it may be a Plymouth Pilot. I have to say that it will need someone far more skilled and patient than I to get her seaworthy again. Any takers?
I wanted to tell you about a recent practical job I am having to undertake on my boat. This, pictured, is the control board from my 32ft motorboat. These kind of controls are becoming more common on boats. They are easier and cost saving during construction, than wiring traditional fuses and switches. They also allow control from multiple points on the boat via a control panel. However, mine has a fault. The cockpit light and steaming light are not coming on and a red light is flashing on the control panel when I try to activate them. I have been to my local yard, Newark Marina, who were very helpful. They cleaned the board as best they could and I am now going to attempt to do the job myself. All the wiring fuses and solenoids have been checked so I now figure I have three options. 1. Move the faulty lights to the two spare functions on the board. This would mean redundant switches on the control panel and, as the steaming and anchor light are the same, would change the way the boat currently is controlled on the panel. There is also the likelihood of the navigation lights failing imminently as they come on with the steaming light and are controlled in the same area of the board. 2. Replace the whole control board. I have not had a quote for this, but a few years ago I have seen reports of them costing £1500. 3. Attempt to remove and repair the existing board. It is this option I am going to try now.

Robert Hall-Palmer

Editor replies: Boats, like cars, are becoming more and more complex and these types of integrated electronic controls are becoming the norm on many production motorboats. I consider myself reasonably handy when it comes to electrics, but I would have to think twice about getting stuck into a job like this, so you have my full respect for giving it a go. I suspect there could be a business opportunity for someone who is handy with this kind of electronic repair work, as these boards age and begin to cause problems, demand can only increase. Please keep us updated.
Brexit and Red Diesel

Your article in August’s edition raised the issue of Red Diesel and the EU’s attitude. Back in 2006 the derogation for Red Diesel was rejected by the European Commission. This had a detrimental effect on the boating industry, possibly contributing to the demise of some British boat manufacturers. Now that we are leaving the EU, do you think it will be possible to reinstate the derogation, allowing boat owners to benefit from reduced duty treatment on Red Diesel which we had prior to 2006. Stewart Tindal Editor replies: That’s a million dollar question. Outside of the EU, our government will be able to decide these issues, but that does not mean that EU countries have to accept it. They may still decide to issue fines to boats in their waters with marked fuel in their tanks. Only time will tell.
“Phoque, it’s a seal!”

We were in Plouer sur Rance, just up the river from St Malo, enjoying a restful start to our tour of the North Brittany coast. I had just been for a spin in the dinghy and then decided to lie face down in it to clean some weed from the trim tabs of my Corvette. I had both hands in the water, and my face almost on the surface, when a seal popped up right in front of my nose. The seal was eighteen inches away at most and gave me a huge fright. My reaction was a simple expletive, such was the shock. My partner rushed rapidly to the back of the boat to see what was up, and arrived just in time to see ‘Sammy the seal’ do a few victory rolls and disappear under the boat. No doubt back home to his partner to tell her of his antics, scaring the unwitting boater.

The next morning I checked the French for ‘seal’ before I went up to the office and found that it is ‘Phoque’, so not far from what I said when I first saw him. The harbour office confirmed that there are a pair of seals in this charming little marina. Perhaps it should be mentioned in the pilot books. Ken Wheeler
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In the centre console walkaround boat world, outboards reign supreme. It’s rare to even see a sterndrive model, which makes the Ocqueteau Ostréa 700 T-Top a rather unique beast. Not only does it have its motor inboard, but the engine is diesel and equipped with a traditional shaft. How does this stack up against the plethora of outboard powered boats of a similar design?

The Ocqueteau Ostréa 700 T-Top is the flagship open boat in a range of 21 boats from 5.5m up to 10m, although an 800 T-Top is about to be launched to take the crown. Like compatriot boat builders Jeanneau and Beneteau, Ocqueteau has filled the range with a real mix of open, pilot house, fishing boats, cruisers and, like Jeanneau and Beneteau, has also ventured into sailing boat territory,
although only with a single, 7m, model. The 700 T-Top crosses their Open and Fishing boat ranges, and is also available in a pilot house version, called the Ostréa 700 inboard.

At first glance, the 700 T-Top looks just like many other boats of this style, but its differences go some way beyond its installed power plant. In the cockpit, the aft section offers a huge uncluttered, open space, perfect for two to four people to fish from. To aid this use, you get some rod holders in the top of the coaming and a large draining locker/bait well in the transom. If you want something a bit more comfy for cruising and socialising, it doesn’t take long to pop up a seat on the transom, and another one on either side, insert either one or two tables, and you have an area suitable for the whole family. Being a practical sort of boat, there is a couple of good-sized storage lockers in the floor, one of which houses the boats emergency tiller. The connection for this tiller is easily accessible on the transom, with a hydraulic bypass switch located in

“This walkaround fishing boat and overnighter packs a unique feature”
The open deck space is versatile and practical is easy enough, thanks to a large transom gate. Out on the bathing platform you have a large space with safety/grab rails on either side and a fixed bathing ladder. The diesel filler is nicely positioned on the top of the transom coaming, right next to the transom gate.

Lift up the engine hatch, which is on stainless steel gas struts, and you have good access to the single inboard engine. Our test boat was fitted with a Toyota based Nanni Evo 205hp option, but you can also specify the 700 T-Top with a 150, 170, 200 or 270hp engine, all from the Nanni stable. The two smaller engines come with a ZF 45A gearbox, while our test boat, and the other two larger engines come with a TTM40A or TTM50A. With the 205HP option, access at the aft end, and down both sides, of the engine looks pretty good, although access to the front appears quite tight.

Moving out onto the optional bathing platform from the cockpit, or vice versa, one of the floor lockers. Just in front of this area, is a slightly raised engine box. This only sits a few inches higher than the rest of the deck, so you don't really lose any floor space, but you do have to step up onto it, or over it, so presumably it could be a bit of a trip hazard to the unwary.

Just in front of the engine bay, you will find the helm, mounted on a slightly raised deck plinth. Here, you get a pair of adjustable bucket style seats with lifting bolsters. For the fishing orientated owner, a rod rack can be installed behind these, complete with wooden chopping board.
The console provides a helm to port, with an inboard throttle. Our test boat was lightly equipped, but there is a useful amount of space to mount your choice of multi-function display, a VHF radio or the optional bow thruster control. Your crew get a stainless steel footrest and a well-placed grab handle. The overhead T-Top is, of course, the defining feature of this boat and is made from stainless steel, and comes with a canvas top and a three part plastic screen.

Moving forward from the helm you have a nice deep and wide walkway, both to port and starboard, topped with a stainless steel rail to bring it up to top-of-thigh height. In the bow, things get rather interesting, with a range of user configurations. On the front of the helm console there is a single seat with cushioned back rest. The area in front, and to the sides, of this can also be equipped with cushions to turn the whole bow space into a flat cushioned sunpad. Alternatively, you can place a table here and, using the raised foredeck area with the addition of a cushion or two, have a forward dining area for up to four. You may have noticed the porthole in the helm console side, and it would not be unusual in a boat of this style and size to find a small toilet compartment cum storage area inside. On the 700, Ocqueteau has managed to squeeze in a full two berths and portable toilet. It might not offer the last word in luxurious accommodation, but for an occasional overnighter, or maybe a daytime snooze while waiting for a change of tide, this is a great feature, and an enclosed toilet alone makes the boat a whole lot more family friendly.

The small raised foredeck houses a generous anchor locker, with good access through double opening hatches. The
optional electric winch would make the anchoring process much easier, and is a worthwhile addition if you are likely to be dropping the hook regularly for fishing or just for relaxing. Another worthwhile option to think about is the bow thruster. Single shaftdrive boats are fairly predictable in their handling characteristics, and steerage when reversing is usually pretty limited until you get enough flow over the rudder, which ultimately means speed. A bow thruster will make close quarters manoeuvring in tight spaces, much more nimble.

**Underway**

The 700 has a semi-displacement profile with a keel and skeg. This, and the inboard engine configuration, means it drives like no other centre console boat I have ever helmed. You expect the lightness and responsiveness of an outboard powered equivalent, but what you get is a solid ride that feels altogether more purposeful. You don't need any trim, as its weight distribution means it rides flat and, when you turn, you brace yourself for a lean that never comes. It's like it's on rails. Although the 205hp engine will deliver speeds approaching 30 knots, with 32 knots from the largest option, it doesn't feel like that sort of boat. It is absolutely composed and 'in its groove' at about 16-18 knots, delivering a comfortable and economical ride. It's nice to know you have that power in reserve, if you need to out-run some weather, or make a tidal deadline, but realistically the engine is likely to spend most of its time rather unstressed, running at around 2500rpm. You could, of course, opt for a smaller engine, but I think it's nice to have plenty of power in reserve, and I would happily recommend the 200/205hp options, while at the same time suggesting that the 270hp engine is probably more than is required.
During our test we had a bit of breeze, and some wind against tide conditions that kicked up some short steep waves. At slow speeds, quite a bit of spray found its way onboard, although the screen and helm console did a good job of keeping us dry, as long as we were seated behind it. Adding just a bit of throttle to lift the bow slightly was all that was required to turn it into an almost completely dry ride. The hull just lapped up the conditions with ease. At the helm, we found that the most natural driving position was standing, with a full-on wind-in-the-hair experience. For longer cruises, with the throttle set, the seated position was also very comfortable, and offered the most protection from the wind and any spray.

Conclusion
Looks can be deceptive, and you would think that the 700 T-Top would offer a similar experience to any of the outboard powered boats of the same style. In truth, you could not be more wrong. The Ostréa is to them, what a Broom is to a Fairline. It may provide many of the same facilities, and will do much the same thing, but it delivers in an altogether different way. If you want 40 knot performance, blistering acceleration and fast, tight turns, the T-Top is probably not for you. If, on the other hand, you want something that feels very solid beneath your feet, the economy of a diesel engine and the simplicity of a shaft drive configuration, the Ostréa 700 T-Top should jump straight to the top of your list. In fact, it should probably be on a list of just one, as I can't think of anything else quite like it on the market today.

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**New mooring lines**

**Q** I’m looking to buy some new mooring lines for our boat. Our current lines came with the boat, which is relatively new, but they seem to snatch a lot. Also some of them have gone mysteriously thin at the ends. Do you have any suggestions?

**A** It sounds like you have docklines, which have a braided outer, with a core running through the middle. They are strong, but the core can disappear inside the braiding, which leaves them thin, as described. To prevent snatching, Nylon rope works best, as it ‘gives’ a little. High quality three stand is a good all-rounder that can be easily spliced, or multiplait for optimal snatch absorption.

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**Volvo AQ151 rebuild**

**Q** Like you, I have a project boat with a seized Volvo AQ151. A bit of research indicates that these engines are in fact the same B230 unit that was installed in Volvo cars, notably the 740 and 940. Although these old Volvo cars are getting scarce now, there still appears to be a few engines offered for sale locally. Would it be straightforward just to buy one of these and swap a few of the ‘marine’ parts over to it? It would appear to be a much more cost effective way of doing it.

**A** Sadly, it is not quite as simple as that. Although the AQ131, 151 and 171 are all built on the same 2.3 litre B230 Volvo block, the 151 and 171 received some modifications that changed the capacity to 2.5 litre. This was achieved by using a modified, forged crankshaft, and different pistons to deliver an 86mm stroke instead of the usual 80mm stroke of the standard B230 engine. The 151 also has a slightly different head, with a modified camshaft, and uses heavier connecting rods. The bottom line is that there may be some usable parts to be had from an automotive B230 engine, but a straight swap is not going to achieve the result you are looking for.
Eberspacher economy

Q I have had an Eberspacher D4 installed this summer and wondered what I can expect in terms of fuel usage. I am planning to use it lots during the winter, as I stay onboard most weekends. I am hoping that a single tank of fuel will last me the whole winter, and still leave enough in the tank for my first trip of the spring when I can refuel.

A With diesel fired heaters, the amount of fuel used will depend upon numerous factors, including the ambient temperature and the insulation properties of your boat. To give you an idea, the D4 will use between 0.11 lph on low setting and 0.51 lph on power setting. With everything working correctly, the heater will run on power, or high, setting until the specified cabin temperature is reached, and will then drop down to a lower setting to maintain that temperature. If the lower settings are causing the temperature to rise higher than the desired setting, the heater will switch off until the cabin drops below the required temperature, when it will then fire up again. As long as the heater is correctly sized for the boat, it will spend much of its time running at the lower settings. Also, the fuel pick-up pipe should have been installed in such a way that it takes fuel from higher up the tank than your engines. This means that the heater will run out of fuel before your engines, so you should always have enough fuel in your tank to motor to the fuel berth, even if your heater has run dry.

30hp for Shetland Family Four

Q I am looking at buying a Shetland Family Four that is fitted with a 30hp four stroke outboard. Will this be powerful enough to get the boat, with two people onboard, up on the plane? We are planning to use the boat for a bit of coast hopping and fishing.

A The 17ft Family Four was rated to take an outboard of up to 90hp, so I think you will find 30hp a bit too small. Lightly loaded, and with one person up front, you might just get the boat over the hump for a low planing speed, but for more comfortable cruising I would be looking for a minimum of 50hp, possibly more.
Mystery boat

Q I purchased this boat which was advertised as a 28ft Fairey Christina, which was based on a Huntress hull. However, having contacted the Fairey Owners Club, I have been told this is not so. The original boat name was Helen Brotherton, it is rumoured that this boat was operated by The National Trust to access the Nature Reserve on Brownsea Island, but I have no factual evidence of this. There are moulding marks on both sides at the rear, which may, or may not, be significant. Can you identify this boat please?

A Unfortunately I have been unable to find out anything about your boat through my normal channels, so I will put it out to our readers. The old name, Helen Brotherton, certainly seems to imply a connection to Brownsea, as you probably know, Helen was instrumental in preserving Brownsea Island as a nature reserve. I guess it may also have a connection to Project Neptune, the National Trust’s campaign to protect parts of Britain’s coastline, of which Helen was a representative. The boat could, of course, simply have been named by a Dorset resident in respect of this prominent local figure, and actually have no connection to Ms Brotherton or the National Trust. Let’s hope one of our readers can shed some light.
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Q I have a Sealine 230 which comfortably accommodates my wife and I whilst cruising the Thames. We would, however, like a little more space, so I have looked at other, larger, models such as a Sealine S28. The problem with these bigger craft is passing under Osney Bridge (7’ 6” air draft), which I can currently do with the 230 if I take my radar arch down. Any ideas for under £30k?

A What about a 29ft Fairline Mirage? We spotted a rare soft top version (with folding screens) and a single diesel for sale at Tingdene Boat Sales for £24,950. It’s older than your 230, and very much an inland cruiser, but these boats are great value and absolutely capacious inside, 5 berths with a good size toilet/shower compartment and galley. This one also looks like it has been really well looked after and recently re-upholstered. Slightly over budget from £34k, we also found several Capriole 850’s for sale. Again, a river cruiser in quite a sporty shell, with a single engine and low air draft. As a Sealine owner already you could look at the 290. The Sealine 290 pictured, sold through Jones Boatyard, was based on the Thames for many years prior and, with its folding arch, was kept above Osney Bridge. You might find other 290’s with folding arches for sale, or could consider doing the work yourself. Potentially, radar arches on S28’s or older Fairline Targa 27’s could be customised to hinge too. As well as Thames brokers, such as Val Wyatt Marine, TBS Boats and Bushnells, it is worth keeping an eye on brokers based on the Broads, Ouse and other inland waterway networks, such as Norfolk Yacht Agency and Burton Waters.
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Yarmouth is one of the Solent’s best havens. This picturesque town and harbour, offers plentiful moorings and, with excellent transport links, it is an ideal base to explore the wonders of the Isle of Wight. Also, being so close to the Needles and English Channel, it makes an ideal port of call for those entering or leaving the Solent, travelling west or across the Channel.

Yarmouth is one of the smallest and oldest parishes on the Isle of Wight. The town was established medieval times beside the mouth of the River Yar, hence the name ‘Yar-mouth’, across which there was a historic ferry crossing. It was a
small village, with a fishing harbour and surrounded by farmland. The main harbour and quay was further inland than seen today, in the wide section of open marsh now overlooked by the 18th century Old Mill House, an ex tide corn mill. Strategically it was the first, albeit small, port inside of the Needles. With the threat of a French invasion during the reign of Henry VIII, Yarmouth Castle was built, and formed part of the sea defences along this coast, which included Calshot, Hurst, and Sandown. Further threats in the 1600’s saw a passage dug around the eastern side of the town, making it something of a fortified island.

With the harbour silting up in the 19th century, a breakwater, made from timber railway sleepers, was constructed across the mouth of the River Yar in the 1840’s. A bridge across the river followed years later in the 1860’s and the harbour shifted north, behind the breakwater.

Queen Victoria’s reign saw the arrival of steam power, in its various forms, to the island. Steamers would disembark
There are plentiful moorings for all shapes and sizes, and a lovely town is just a stones throw away

passengers, usually from Lymington, onto Yarmouth’s wooden pier, which was finished in 1876. Years later, goods and passengers would be travelling onwards aboard a steam railway that ran alongside the River Yar towards Freshwater. Sadly disused by the 1950’s, Yarmouth Station has since been restored and is now a restaurant.

The harbour continued to evolve, becoming a commercial trading port, exporting sand for glass production and grain, and importing coal for the island’s gas works. As these trade routes slowly died out, the harbour became a fishing and leisure port. The 20th century brought more changes to the harbour with the enlargement of the slipway and quay to accommodate the first car ferries.

Today the town, with its Square and historic market hall, is absolutely charming and unspoilt. Despite being small, you will find everything you need in close proximity, with a chemist, post office, chandlery, food store, deli and more, all housed within what is thought to be some of the oldest buildings on the island. Yarmouth has, reputedly, the longest wooden pier in the UK. Consequently, this is very much a visitor and focal attraction of the town. Historic steamers, such as the Waverley and Balmoral, still dock at its pierhead. The enclosed harbour with its marina-style moorings is very accessible, and from here you can watch the comings and goings of this busy and active harbour. The sunsets alone are spectacular. Whether your visit is for lunch, overnight or perhaps longer, even on the coldest winter day you are sure to feel Yarmouth’s hospitality and find warmth next to a roaring fire in one of the local hostelries. With all this, we guarantee
You too will fall under its spell.

**Approaches**

Entry to Yarmouth is quite straight forward, as it is accessible at all states of the tide and dredged 2 metres below chart datum. However, visitors will need to keep a good look out for the Lymington-Yarmouth car ferry, operated by Wightlink Ferries. Priority must be given to this at all times, with two operating during peak season.

If you are approaching from the west, there are a couple of hazards to be aware of, the starboard channel marker, Black Rock, and also the three lines of orange visitor mooring buoys positioned north of the Yarmouth breakwater. The yellow, Poole Belle buoy (lit) lies at the east end of these moorings, and, when kept to starboard, forms a marker for the harbour entrance. Be aware that this buoy is also used for very large visiting vessels. From the east, you will need to keep well clear of Yarmouth pier which extends out into the Solent and is located to the east of the entrance. Keep an eye out for fisherman casting their lines from the end of this. There is a 6-knot speed limit once parallel with the end of the pier, reducing to a ‘no wash’ 4 knot limit at the entrance.

There is a transit of 187.6 degrees

**Distances**

Approximate distances in nautical miles from Yarmouth:
- Lymington 3 miles
- Cowes 9 miles
- Portsmouth 18 miles
- Poole 19 miles
- Portland Bill 40 miles

**Weather**

- Met Office Synoptics 5-Days
- Weather data Channel Lightship
- Met Office Shipping Forecast – Portland & Wight
- Met Office Inshore Waters Forecast Selsey Bill to Lyme Regis
- XC Weather Lymington
- Bramblemet - Bramble Bank actuals
- Yarmouth Pier wind data
- Lymington Start Platform wind data
- Hurst Castle wind data
- BBC Yarmouth tides
- Yarmouth Harbour Web Cam

**Charts & Pilot Books**

- Admiralty SC5600 The Solent and Approaches (Leisure Chart Folio)
- Solent Cruising Companion
- Imray Shell Channel Pilot
- Reeds Channel Almanac

**Where to fill up**

The harbour has a fuel pontoon (petrol and diesel) near the entrance, at the eastern end of R pontoon (red piles). Fuel is dispensed on both sides with space for up to four boats. During the summer, fuel is available 24 hours a day and available between 7am-6.30pm in the winter. Call ‘Yarmouth Harbour’ on VHF Ch 68 or 01983 760321.
for entering the harbour, and this is marked by two white diamond (with black horizontal stripes) leading marks located on the Town Quay, beyond the ferry terminal. These are marked with a green light at night. The large concrete buttress of Yarmouth Castle, and the ferry terminal with its ramp and windsock, will now be visible to the east side of the entrance. Keep to starboard on approach, thus avoiding the path of the ferry, and be wary of departing traffic concealed by the breakwater, and turbulence from the ferry.

There is also a really useful entry aerial ‘slide guide’ to entering the harbour on the Yarmouth Harbour website. Finally, you’ll need to look out for Yarmouth’s resident penguin. No one knows why, or how, this plastic penguin came into being, but for years it has sat on the wooden breakwater, close to the entrance. It is a lovely quirk of the harbour.

**Where to moor**

Boats approaching the harbour requiring a berth or fuel, should call ‘Yarmouth Harbour’ on VHF channel 68. There is a large display board at the entrance reminding visitors to call up and, during the summer, a harbour master dory will greet incoming boats here, providing berthing instructions or assistance, if
required. The harbour team recommends that visiting boats arrive with fenders and lines prepared on both sides. It can be very busy at times, particularly during events, so rafting is to be expected. Ringing ahead or booking a berth online is also recommended. The harbour team insist they ‘won’t turn anyone away’, and will try and find space for visitors wherever possible. The harbour webcam could be a useful reference at busy times of the year.

Yarmouth Harbour Office has 250 visitor moorings available, and with this comes several mooring options and pricing bands. The mooring options are walk-ashore and non walk-ashore alongside pontoons, finger berths and 35 mooring buoys outside the harbour. Overnight berthing is charged midday to midday, includes use of the facilities, and fees are fractionally more at weekends than weekdays. Electricity and water is available on the finger and walk ashore pontoons, and is charged at £4 per visit. There is also free WiFi available in the harbour via wightfibre and there is a seating/cafe area with internet access in the large and very friendly Harbour Office. Here you will also find access to the toilet/shower facilities and a laundry, which are open daily between 7am-10pm Mar-Oct.

Visitors wanting to berth inside are usually allocated spaces on the floating

**Marine supplies**

Harwoods (01983 760258) is a helpful and well-stocked chandlery on The Square. Harold Hayles (01983 760373) offers repair and maintenance services, and lift and haul out facilities with a 20-tonne crane and 40-tonne slipway hoist. For smaller boats up to 5 tonnes, Yarmouth Harbour Office has a crane on the West Quay, which is priced per metre and charged hourly. The River Yar Boatyard (01983 761000) also offers repair and maintenance services, a slipway haul out (max 6ft draft and 55ft/25 tonne) and storage. Replacement gas cylinders are available from Harold Hayles, Harwoods and the Harbour Office. If you are looking for an engine repair or spares, the Harbour Office can help with contacts.

**Food supplies**

Yarmouth Store in The Square is ideal for food essentials and is open 7.30am-9.30pm Mon-Thurs, 7.30am-10pm Fri-Sat and 9am-8.30pm Sun. The Deli, also in The Square, is good for local produce, salads, sandwiches and pasties. J&B Fisheries has a fresh fish stall on the Yarmouth Quay every Sat between 10am-5pm. There is a Sainsbury’s and two Co-op’s in Freshwater. Freshly-baked breads, sandwiches, meal deals and snacks are available from Graces Bakery on The Quay (opens 8am). Ice and some basic food essentials are available at the Harbour Office. If you need cash, there is a cashpoint outside Holdings in Quay Street and there is cashback available at the Harbour Office.
pontoons in the eastern area of the harbour. These are mostly walk ashore, and are easily identified by coloured pontoon piles and letters. First and foremost, boats visiting for short stays, such as RIBs will usually be berthed (max 4hrs) on P pontoon marked in pink. The non-walk-ashore pontoon ‘G’ is marked in green and runs along the inside of the breakwater, on the north side of the harbour. The red R pontoon runs parallel with G, marking the channel around to the Yar Bridge. This pontoon has the fuel berth at the eastern end and berthing on its north-west side. The U-shaped area between Y and G pontoons is often used for rallies and rafted stern-to motorboats. There are more visitor berths to the south of Y, with alongside berthing and fingers for smaller boats on the main pontoon, and B pontoon. Continuing on into the harbour west, between R and G, to port there are two sets of finger pontoons that extend south. There is resident berthing on the west pontoon, with visiting boats up to 14m directed into the east fingers. Be aware of strong tidal currents when coming into these pontoons.

With the town easily accessible by Water Taxi or tender, the orange visitors buoys outside (in place Apr-Sept) are a fairly easy and cheap option for short or overnight stays. Each buoy has a pick-up line and is marked with a number to relay to the Harbour Office if necessary. On busy days these buoys can be bouncy and, with the low-lying surrounding landscape, are exposed in most wind directions. The tide can also flow through the moorings at up to 4 knots. Yarmouth Harbour Taxi can be hailed on VHF Ch 15 or 01983 760766/761550.

For boats up to 14 metres, 30 of the finger berths can be booked online up to two days prior to arrival. Payment is taken at the time of booking and is non-refundable and non-transferable. Boats over 14 metres are not able to book, and will need to make arrangements with the Harbour Office directly on 01983 760321. The team has also recently opted for a ‘flexible approach’ to long term visitor moorings, with winter and summer monthly stays available for pontoon, walk ashore and non-walk-ashore berths (prices are £10-£43 per metre per month). Easy transport and ferry links to the mainland make longer stays at Yarmouth very much an option.

There are more visitor moorings at Harold Hayles Ltd (01983 760373) on the pretty, sandy west side of the harbour. This historic boatyard is situated beside the Yar Bridge and has been a family business for over 70 years. The site incorporates an 18th century Sandhouse, which is said to be one the oldest commercial buildings still in use in Yarmouth Harbour. Here, walk-ashore pontoon visitor’s berths, with water and electricity, are available by
In the quiet west side of the harbour is Harold Hayles boatyard, which has a visitor pontoon

arrangement. Overnight berthing prices vary between weekend and weekdays, for example a 33ft boat will be charged £31 a night Fri-Sat and Bank Holidays and £25 for Sun-Thurs. Hayles boatyard is popular with rallies, and during harbour events, so be sure to book ahead.

Yar Bridge swings open for 10 minutes at set times, beyond this there are mid river pontoons, mostly for residents. Timings of bridge swings are available on the harbour website. Beyond the bridge, on the west side of the river, is the River Yar Boatyard (01983 761000), which has a limited number of visitor berths available.

If you are looking to launch or recover a boat in Yarmouth Harbour, we would recommend contacting the Yarmouth Harbour Office (01983 760321). The largest and easiest public slipway is the old ferry ramp in the corner of the harbour, between South Quay and Town Quay. Users will need to be wary of its

There's a good slipway next to the Harbour Office

Transport

The Isle of Wight has a very accessible Southern Vectus bus service, and with sights and attractions around every corner, the hop-on, hop-off buses and Rover tickets make travel around the entire island a doddle. Yarmouth bus station is adjacent to the harbour on the main road. Just 5-minutes walk from the marina, in Station Road, is Wight Cycle Hire where you can hire a bike to explore the many cycle trails on the island (Adult Bike £16 for Day Hire). Enterprise Car Hire operate throughout the island and can deliver a hire car to the harbour. Additionally, the harbour has recently taken delivery of a Co-Wheels Car Club vehicle (a Toyota Aygo), which can be hired for as little as an hour (£4.50 per hour plus 15p per mile). Further details can be obtained from the Harbour Office reception desk. With the Wightlink car ferry terminal located at the entrance to the harbour, crossings to and from Lymington with a car or on foot, could not be easier. A day return by foot is £15.40. As you step off the ferry at Lymington Pier, there is also a train station which links to Lymington Town station and the South West Trains network with regular trains to London Waterloo.
There is an excellent choice of eateries in Yarmouth, including charming tea rooms and cafes, ice cream parlours, old English pubs, and restaurants for all budgets. Also, if you are a lover of ‘Surf and Turf dishes, this is definitely the place for you.

If you are looking for an evening meal, our top tip is the On the Rocks (01983 760505) restaurant in Bridge Road. Here meats and seafood sizzle-cook on volcanic hot rocks in front of you. It is wonderfully simple and absolutely delicious. Salty’s (01983 761550) restaurant remains an old favourite amongst boating visitors and offers a good choice for seafood.

If you are looking for a light bite, we can recommend Jirah House in The Square. This tea room-cum-café serves up a good breakfast, lunch, afternoon teas with delicious cakes. Its evening meal choices include an excellent Lobster Thermidor.

There is a choice of four pubs in
Yarmouth, The Bugle, The Wheatsheaf, The Kings Head and The George, each serving good food and locally brewed ales. Close to the Quay, The Kings Head is popular with its outside courtyard seating and its roaring fire in the winter. It also serves up an excellent full English breakfast from 8am every Friday, Saturday and Sunday and a carvery on Sundays from 12 noon. If you are looking for a waterfront pub for a drink or special lunch or dinner, then The George is a good ‘upmarket’ choice. Nestled beside the castle’s mighty wall, it has a lovely conservatory and a manicured garden with its own beach and outside bar, looking straight out into the Solent. Here, mussels is a very popular dish for lunch. Set in a 16th century coaching inn, The Bugle is another great choice. It is dog friendly, has a beer garden and accommodation, which could be useful for trailboaters.

The Royal Solent Yacht Club welcomes visiting boaters and is open daily for lunch (with a children’s menu) and offers a Friday Supper and Sunday lunch menu.

Tucked away to the south of the town, Yarmouth’s old railway station houses the popular Off the Rails (01983 761600) restaurant. This offers a good, varied, family-friendly menu, including a Sunday Roast. It even has a menu for dogs.

Mooring charges
Yarmouth Harbour 01983 760321
(Rates vary depending on day of week)
- 10m 4hr £9.00/£12.50
- 10m 24hr outer £17.50/£20.50
- 10m 24hr non walk-ashore £19/£22
- 10m 24hr finger £30.00/£35.00
- 10m 24hr walk-ashore £26.50/£31.50
- 10m month summer from £210
- 10m month winter from £100
Harold Hayles Boatyard 01983 760373
- 10m short stay £16
- 10m overnight Fri/Sat/Bank Hol £31
- 10m overnight Sun-Thurs £25
River Yar Boatyard 01983 761000
10m 24hr £36
10m annual £3550-£3900

Tourist information
Pick up the Yarmouth Harbour Visitors’ Guide from the Harbour Office. You’ll also find info on the Isle of Wight website and at the Yarmouth bus shelter.

Further afield
The Solent is a playground of town quays, marinas and anchorages. Beaulieu River and Lymington are both within easy reach, as are the local anchorages of Newtown Creek, Alum Bay and Keyhaven. The sailing mecca of Cowes and nearby capital, Newport, is only an 11-mile trip away. Weymouth and Poole are within easy cruising distance and, at just 3 miles from the Needles fairway, Channel crossings to Cherbourg and the Channel Islands are also real possibilities from Yarmouth.

For more information visit:
www.visitisleofwight.co.uk
www.yarmouth-harbour.co.uk
The popular beachfront restaurant, The Hut (01983 898 637) in Colwell Bay is accessible by taxi, or even by boat. If you anchor up, the restaurant staff will collect you in their tender by arrangement. Booking is advisable.

If you fancy fish ‘n’ chips, the eat-in or takeaway The Blue Crab in High Street is excellent. If you are craving Indian food, there is Yarmouth Spice (01983 761183) in Quay Street next to the ferry terminal.

Finally, if you walking to Freshwater be sure to pay the Red Lion pub a visit. This red-bricked country pub dates back to the 11th century, serves excellent food and is popular with walkers.

**Places to visit**

Now where do we start, as there is so much see in and around Yarmouth. You can easily loose a few hours exploring the town, with its charming gift and antique shops, pretty side streets with hidden ice cream parlours and cafés. The gem and fossil shop, Reflections in Wheatsheaf Lane is a firm favourite with visitors young and old. Drop a 50p into the honesty box and you can walk the boards of the Grade II listed wooden pier.

Within the town of Yarmouth itself, sandwiched between the ferry terminal and the George Hotel, you will find Yarmouth Castle. It offers a fascinating insight into life in the 16th century and, concealed behind high walls, it has an interesting wreck exhibition. The castle is open daily from 10am–4pm April to September. Entry is £5.20 for adults, £3.10 for children and £4.70 for concessions.

The area around Yarmouth is great for walking or cycling. We would recommend picking up the ‘Western Yar Easy Access Ramble’ leaflet from the Harbour Office, detailing a circular route along the Yar Estuary. The gravelled footpath and cycleway follows the route of the old railway line from Yarmouth to Freshwater village and, at its most southerly point, you can even take a short detour to visit Freshwater Bay. The estuary scenery and wildlife is stunning, and you may even spot a native red squirrel. Alternatively you can walk east, to Newtown Creek. For this you’ll need to follow High Street east out of the town. The walk takes you along the coastal path through the Bouldnor Nature Reserve and beyond until the forest path hits the coast again, at the outer edge of Newtown Creek. The path carries on along the wooded creeks up to the main road where you can catch the No. 7 bus back to Yarmouth. If you are looking for an easier walk to Newtown Creek, take the No.7 bus to Shalfleet and, at the New Inn pub, walk down the lane past the water meadows to Newtown, where you can visit the historic Newtown
Old Town Hall, before continuing on to the creek and nature reserve.

A 20-minute walk west along the beach and foreshore at Yarmouth is Fort Victoria Country Park. This Victorian fort houses a café, the Island Planetarium, Sunken Secrets, an archaeology Discovery Centre and a model railway, and is surrounded by beautiful woodland with great views of Hurst Castle and The Needles. The beach here is good for fishing, rock pooling and fossil hunting, but not swimming due to the fast tidal currents.

We would thoroughly recommend hopping on the open top, sightseeing bus, the Needles Breezer from Yarmouth Quay bus station, as this gives you a glimpse of the attractions on this tip of West Wight. The bus will take you on one of the most intoxicatingly scenic routes in Britain, out to the Needles via Alum Bay, then on to Freshwater Bay before returning to Yarmouth. This circular route runs from March to October and will give you an idea of the places you will want to return to for a closer look.

The Needles Landmark Attraction is easily accessible via the No.7 bus route, and is located at the top of the famous coloured cliffs of Alum Bay. The scenery from here is stunning and you will also find a chairlift down to the beach, a glassmakers studio, a sweet factory, tea rooms, gift shops and a coloured sand workshop. A firework display is held here every Thursday throughout August. From here you can walk up the spectacularly scenic coastal road to the historic Old Battery and New Battery. The Old Battery was built by the Victorians, and gunners from the Royal Artillery were based here to protect the naval dockyard at Portsmouth. Here you will get the very best vantage point of the Needles Rocks. Walking up further from the Old Battery, you reach the small but fascinating site of the New Battery which became a secret testing site for British space rockets between the 1950’s and 70’s. If you are feeling more energetic, from here you can walk up and over Tennyson Down, which takes its name from the poet, Lord Alfred Tennyson, who made his home here. Up at the Tennyson Monument, the views are awe inspiring, with the Solent on one side and the Channel on the other. The path then descends into Freshwater Bay where you’ll find the waterfront Albion Hotel, Delicia Tea Rooms and Dimbola Museum.

Just a few miles south of Yarmouth is Tappnell Farm Park, an all-weather attraction which is great for families. It offers ‘hands on’ animal experiences as well as indoor and outdoor play areas. Further afield is the 1000-year-old Carisbrooke Castle and Blackgang Chine theme park, which is great for small and ‘big’ kids alike.
Tidal information is freely available these days, with even the smallest of ports often producing their own tide tables or uploading local tides onto their website, but for many boaters, these won’t be available when you are mid cruise and decide to explore that little port or harbour that is conveniently placed for an overnight stop. You will, no doubt, have an almanac onboard, but the likelihood will be that the port in question isn’t one of the 50 or so ‘standard ports’, where you will find a tide table for the full year in the Almanac. In this case, the place you are looking to visit is what is known as a secondary port and, without a specific tide table for that port, you may have to calculate the tide times for a visit by
A tidal cill. When can you arrive or depart? It’s easy to work out carrying out a secondary port calculation. This is particularly important where the port in question is tidally restricted and, once you have calculated the time and height of tide for the secondary port, you can use this information to work out an accurate safe window to time your arrival.

In this example, we are looking at working out the tides, and the window for a visit to Woodbridge, a marina with a cill near the top of the River Deben in Suffolk. Our visit is planned for the 14th of August 2017. The process is the same for any secondary port, and can also be used for calculating depth over drying areas, sandbanks and bars, and windows for safely crossing them.

Our standard port for this example is Walton on the Naze, so we look up the tides for Walton on the Naze for the 14th of August.

Make a note of the time and height of HW. At this stage low water is not relevant, as we are just trying to find out the time of HW.

Now go back to the page in the almanac where our secondary port information is printed and look for the differences for Woodbridge.

Once you have found the secondary port in the Reeds Almanac, look for the associated standard port. The arrow indicates which way you need to go.

**HOW TO IN 20 STEPS**

1. **River Deben - River Ore/Alde**

2. [Image of almanac page]

3. [Image of writing on paper]

4. [Image of almanac page]
Near the top you will see it says ‘High Water’ and some times. You need to match the time of HW at the standard port on the day to these times.

In our example, if HW at Walton on the Naze was at 01:00 or 13:00, the difference is +45 mins. If HW were at 07:00 or 19:00 it would be +25 mins.

For HW at any other time, you need to interpolate the difference. HW is at 15:56, which is almost exactly in the middle, so we add 35 mins.

Moving across to the tide height. We can see that on the 14th, the tide height at HW is 4.1m, which is near the mean high water springs (MHWS) level.

Like the times, the height difference is also interpolated if it is between MHWS and mean high water neaps (MHWN).

The differences are very little and as we are nearly at MHWS level we will use this figure and deduct 0.2m from the tide height at Walton on the Naze.

A little bit of mental arithmetic now gives us a high tide time of 16:31GMT, to which we can add the hour for BST, and a height of tide of 3.9m.

The Almanac says that the cill at Woodbridge dries to 1.5m. So we need 1.5m of tide to cover the cill, and another 1.5m to allow a safe clearance over the cill.

To work out our window, we need to work out the height of low water at Woodbridge, and we start with the height at the standard port of Walton on the Naze.
Back to the differences table, we can use the 0.9m height of LW at Walton on the Naze to extrapolate a low water height at Woodbridge.

You now have all the information to work out a window for crossing the sill. This method also works for crossing drying areas on a chart (see March 14 issue).

You can also work out the time of low water using the same method. In this case it is one minute earlier than the standard port.

The 0.96m height is near to the MLWS height of 1.1, so we will take off 0.2m for our Woodbridge low water height.

You should then join the HW and the LW mark together with a straight diagonal line.

Using the standard port tidal curve, mark the height (3.9m) of HW at the secondary port. Also mark the height of LW on the bottom scale.

You now have all the information to work out a window for crossing the sill. This method also works for crossing drying areas on a chart (see March 14 issue).

Now you can add in the time of HW below the tidal curve, as well as the hours either side.

Step 12 showed that 3m of tide is needed for access to Woodbridge, so find where your diagonal line crosses 3m and draw a horizontal line across the tidal curve.

The tidal curve has two lines, one red and one blue. The one you use for the next stage will depend on whether the tide is springs (red) or neaps (blue).
The 14th is between springs and neaps, so we will use a point between the two curves. Draw lines down to the timeline from where the horizontal 3m line dissects the curve.

We can now see that the earliest we will have 3m height of tide, 1.5m over the cill, is at 15:31.

The latest we can arrive and ensure a safe entry is 19:21. The small lines on the graph just above the time slot represent 10 minutes each.
Join round-the-world sailor Mike Golding OBE at London’s cruising and training yacht club, the Little Ship Club. Unlike its new president you don’t have to be a record-breaking yachtsman to make the most of the prestigious club. That’s because of its renowned training: shore-based RYA courses for members and non-members, as well as unique activities such as boat electrics and weather forecasting.

Sailing takes place throughout the year and around the world, with rallies and winter Fast Cruises.

You don’t even have to sail: you can simply relax at its central London location overlooking the Thames, or listen to one of the regular talks by distinguished speakers. The LSC also offers fine dining and accommodation.

A 10% discount is available for a limited period on the first year’s membership.

Call us on 020 7236 7729 or email findoutmore@littleshipclub.co.uk
If you are looking for a twin diesel, entry-level flybridge boat on a modest budget of around £40k, you have probably been looking at boats like the Fairline Corniche, Sealine 305/310/320 Statesman or one of the flybridges from the 1980’s Princess stable. However, there is another un-assuming, rare-to-market boat to consider that defies its size, offers great value for money and is affordable to run. The Birchwood TS34.

The Nottingham-based boat builder, Birchwood Boat Company, was established in the mid 60’s. Initially the company, headed-up by designer Ted Andrews, built 18-20ft GRP fast, trailable, outboard-powered overnighthers. However, by the 1970’s it was producing a range of 22-29ft inland cabin cruisers. Fast forward twenty years and the company had expanded considerably, and was now producing much larger coastal aft cabin and flybridge cruisers up to 44ft. The year 1984 was a crucial milestone for Birchwood as it launched the TS, standing for ‘Twin Screw’, range with debut models, the TS44 and TS33. This, of course, spawned the popular, TS37, TS31 and TS54, but there was another popular TS yet to come.

Birchwood introduced the TS34 in
June 1989. This 34ft flybridge was clearly a development of the earlier flybridge TS33 model, although it actually evolved from its sterndrive sportscruiser sibling, the 1988 SD34. The SD34 was a real trailblazer in terms of design, and was quite luxurious for its time. With its sleek looks and vast cockpit, Birchwood clearly had the Med in its sights. The flybridge-topped TS34 sported the same hull, stylish portholes and modern exterior curves. It offered a fairly conventional 4-6 berth layout, with two separate cabins, a saloon offering an additional two berths and a second helm position. It was fast too, with twin petrol and diesel outdrive options offering top speeds of up to 35 knots.

Approximately 50 TS34’s were built over a four-year production period, between 1989 and 1992, with many of these sold overseas, but this was not the last we would see of this model. In 1992 it morphed into the new TS340, which crucially was now a shaftdrive boat. For this, Birchwood modified the TS34’s hull by adding a keel, made some minor changes to the superstructure and reconfigured the interior layout. A year later the Challenger model line was launched, which saw this 34ft

**Built** approx 50 1989-1992
**Prices then** £74,439 (1989)
**Prices now** £40,000-£55,000
**Length** 34ft / 10.3m
**Beam** 12ft 2in / 3.7m
**Draught** 3ft / 0.9m
**Air Draught** 12ft / 3.6m arch down 10ft 5in / 3.25m
**Fuel** 180 gallons / 818 litres
**Water** 75 gallons / 341 litres
**Displacement** 5400kg approx
flybridge boat renamed once again as the Challenger 340. Finally, by the late 90’s, this was replaced by the all-new Challenger 330 Flybridge.

At the time of writing we struggled to find UK examples of the TS34 for sale. Could this shortage be a testament to its popularity and devoted ownership, or simply that they just too rare in our waters? We are inclined to think it’s a combination of the two. With prices lingering between the £40-£50k mark, we stepped aboard a 1990 example for sale at TBS Boats Penton Hook to see what this
The raised lower helm has a well laid out, two-tier console and offers excellent visibility

boat still has to offer today. No sooner had we boarded, just a week after coming on sale, it went under offer.

**Interior**

As the original 80’s brochure says, step aboard and ‘your first impression is of a much larger craft’. Birchwood really put the boats 12ft 2in beam to good use and, for a 34-footer, the space, and indeed the headroom, is phenomenal throughout. Step over the threshold, through the three-panel patio door, and you are greeted by a spacious and light saloon area. Capable of seating 6-8 people, it is ideal for entertaining, with the potential of spilling out into the covered cockpit with the wide opening patio door. There is an L-shaped settee directly to starboard, with an interior helm position beyond, and more seating in the form of a bench to port. Ample for seating two to three people, this bench forms a futon-style double berth. Here the seat base pulls out and the backrest folds flat on a metal framework beneath, creating a berth measuring approximately 3ft 8in by 6ft. Under the floor, beneath the bench seat, you will usually find the calorifier. The boat came from the factory with a movable dining/coffee table, suitable for four, although the boat we visited had a fixed pedestal table installed. While this is nice, it is not as flexible as the original in terms of...
seating guests and making best use of the saloon seating for eating. There are storage areas under the saloon seating, and behind the L-shaped settee backrest. The only downside about the saloons lower seating area is that you can’t see out of the windows while seated. However, with large opening windows each side there is plenty of light, and it flows nicely into the galley area.

Beneath the saloon carpet, floor hatches reveal a storage area which is flanked by the water and fuel tanks. This space can accommodate additional batteries, an inverter and a generator. Originally the TS34 was offered with a 3.5kv generator which was priced from £4296. Diesel heating was also available, namely a Eberspacher D3L or D4L which were priced £1295 and £1643 respectively. A plastic or stainless steel holding tank was another option.

The raised helm position offers excellent visibility forward, out of the three-pane windscreen. Here, there is a very generous double helm seat, and you will find the switches, dials, nav equipment and chart storage neatly arranged across a two-tier helm console. Space for fitting additional equipment is quite limited. There is potential space on the upper dashboard (left side) to install a smaller chartplotter, or you could bracket-mount a unit on the horizontal area ahead of this. We noted that the helm console moulding directly below the windscreen was painted black. We are not sure if this was factory or owner applied. If the latter, it could indicate a possible problem with reflections in the windscreen at the lower helm. TS34’s windscreens can suffer leaks, so it’s worth inspecting the nearby surfaces and seals for damage, or evidence of this.

The angled galley, located on the port side, is certainly larger than expected on a boat of this size. Unlike the corridor galleys seen on similar style boats, there is plenty of room to work, whilst allowing other crew members to pass behind. It offers generous worktop space, which incorporates a three or four-burner hob and a deep metal sink (no separate drainer unfortunately). The gas oven and grill is at eye level above the sink, which leaves ample storage space below the worktop in the form of two large double-fronted cupboards. There is more cupboard space
in the tall unit that divides the galley and saloon area. Within this, there is also a large capacity fridge and a cutlery drawer.

Moving forward, the side cabin is of similar proportions to that seen on a 36 or 38 footer. Inside are twin 6ft berths, a half-height hanging locker and generous space for changing, with 6ft headroom that partially extends between the berths. The berths themselves are quite narrow, at 2ft wide, but there may be potential to have an infill made to create a large double. Hatches under the berths reveal unlined hull lockers for additional storage.

The next door, off to starboard, leads into a large toilet compartment. This is fitted with a sea toilet, a wash basin with a shower mixer tap and two generous storage lockers. Owners may have installed a separate shower
control and, on the same bulkhead, there is also space to fit a heated towel rail. With headroom of 5ft 9in, inside this moulded compartment there is good space to shower and, with its 75-gallon water tank, you could certainly be independent of on-shore facilities for a couple of days.

While many 80’s and 90’s compact flybridge boats have a V-berth configuration in the forward cabin, the TS34 boasts a rather large, 6ft x 5ft, island double. Aside from this rather large double berth, the cabin is of impressive proportions, with steps leading up each side, side shelves, a large drawer in the front of the berth and a wide, double-fronted hanging locker with integral shelves to port.

Whilst exploring the boat’s interior, examine all the cabin linings. These will be vinyl which can sag or detach over time. The cabins may be lined with carpet, which could become stained through condensation and mildew. Finally inspect all the portholes for staining that could indicate leaks. The interior furnishings may appear dated but could easily be transformed using modern fabrics. The wood surfaces are also very practical and easy to care for.

Overall the layout would really suit a couple with occasional overnighting guests, but would also be a good choice for a family with youngsters.

The evolution of the TS340 in the

The master cabin may not be ensuite but offers a large double island berth and is very spacious

A toilet compartment bigger than some 40 footers
The early 90’s saw the layout change radically. The boat now had a lower dinette with U-shaped galley opposite, and the toilet moved to the port side. The 340 Challenger took this a step further, and offered two separate cabins with an option to have the galley up in the saloon area.

On Deck
On deck the TS34 really scores some serious points and, again, feels like a much larger boat. It boasts very generous 9-inch non-slip, one-level side decks, which continue all the way aft to the transom and converge with the flat, and wide, raised foredeck area at the bow. The boat has a rather imposing walk-through pulpits rail that was designed for access when the boat is moored bow-to.

Two moulded steps each side aid an
ascent from the side decks into the cockpit area. Unfortunately the chunky, solid guardrails fall short of protecting you in this manoeuvre. However, this does allow you to step aboard and access the cockpit easily when the boat is alongside. We still would have liked to have seen a grab rail on the leading edge or outside of the flybridge overhang here.

When the boat is stern-to, you can board the boat via the narrow bathing platform and through the central transom gate. On the bathing platform is a fold-out bathing ladder, transom shower and fender storage. The stylish louvred-effect transom mouldings do restrict access to the bathing platform from alongside.

Immediately as you step through the transom gate, you are greeted by a fairly spacious and substantial cockpit area. Once inside, the flybridge overhang provides shelter, and the deep cockpit sole provides plenty of security. Corner seating is created by two large lockers with additional fold-out sections in the transom. The locker on the port side is the gas locker, and houses two 4.5kg cylinders, while the other can be used for storage.

On the flybridge is a central helm position and seating for up to five people. The ladder can be steep
Next to the patio doors, there is a fairly large locker each side built into the cockpit/deck coaming. You will find the boats battery master switch in the starboard locker and a fuel shut-off in each side. There should be a builders plate mounted in the starboard locker.

Be sure to check that the flybridge tonneau cover and cockpit canopy are serviceable, as these could be an unfactored expense.

Flybridge
Access to the flybridge is via a ladder in the cockpit on the port side, and through an opening hatch. The ladder on early models was quite steep, but Birchwood modified it on later boats so that it was at more of an angle. This meant that the bottom was resting on the engine hatch and needed lifting and pushing back vertical, or removed completely, to gain access to the engines.

The flybridge is a very good size and seats up to five people. It offers a double helm seat, which is offset to port, and L-shaped seating in the starboard aft corner. The flybridge coamings and side rails feel a little low when you are stood aft. However, when helming, you feel quite secure and protected with excellent visibility from the central helm position.

The flybridge radar arch hinges as standard, reducing the air draft from 3.6m to 3.25m, which is useful for cruising the inland waterways.

Hull and Handling
The TS34 has a variable, medium vee, planing hull, which features Birchwood’s distinctive hull knuckle, and two sets of sprayrails to generate lift and bring stability. Be sure to inspect around the stylish blue transom engine vents, as these are prone to damage and could prove difficult to colour match and repair.

Slow-speed handling of any twin sterndrive cruiser will take some getting used to. Despite the TS34 being highly regarded for its responsive, low speed handling, like many high-sided sterndrive flybridge boats, handling, particularly in strong winds, can be tricky. Here a bowthruster is a valuable addition to look for, or consider fitting.

On a sea trial, we would recommend checking that the trim tabs are functioning correctly. While these are not necessary...
to get this particular boat up onto the plane, sterndrive-powered flybridge boats are very susceptible to wind-induced lean while travelling at speed, and trim tabs are usually essential for rectifying this.

Engines
The TS34 was offered with a range of twin petrol and diesel sterndrive options. These, as the brochure states, ‘allow the vessel to reach speeds in excess of 35 knots’. Listed in a September 1989 brochure are four petrol and two diesel Volvo Penta options, each mated to Volvo 290 drives. With prices ranging from £74,439–£79,557, petrol Volvo Penta AQ options were 167hp 171’s, 210hp 211’s, 229hp 231’s and 270hp 271’s. The two diesel options were 150hp AQD41A’s priced at £87,842 and 200hp AQAD41A’s for £92,304, both fitted with duo props.

By the early 90’s Birchwood was now offering the TS34 with a selection of Volvo and MerCruiser engines, namely 4 and 5-litre petrol engines and 150–220hp diesels. Prices in 1991 were £87,342–£105,000, with the 200hp AD41’s still the top of the range option.

Although shaftdrive configurations are often preferred in flybridge cruisers, and consequently usually carry a higher price tag, diesel outdrive-powered flybridges offer an agile ride and better fuel economy. They do require more complex and costly maintenance, but savings can be made by doing some, or all, of the drive and engine servicing yourself.

Most TS34’s that you will come across today will usually be powered by twin 200hp Volvo Penta AD41’s, which, in its day, gave a top speed of 30–32 knots. While the Volvo AD41 is a fairly old engine, it is regarded as reliable and easy to work on, with good availability of parts. We would always recommend looking into the service history of the engines and drives, and always ensure that servicing is up to date. Corrosion of the drives, transom shields and exhaust risers, can be an issue. If you have any concerns, we would recommend that you have an engineer give them a thorough check over. A regularly serviced and well maintained AD41 equipped boat should
still hit speeds of around 27-28 knots, and cruise happily at between 20-22 knots. At this speed you should expect, at best, around 2 nautical miles per gallon and, with the 180-gallon fuel tank, a safe range of around 300 miles. Whilst adequate for inland and estuary cruising, we fear that earlier boats fitted with the 150hp AQD41 diesels would be a little underpowered and suspect that very few, if any, were built. Petrol boats also seem very rare and would prove costly to run, other than inland.

Engine access is via two large outboard-opening hatches in the cockpit floor. This requires lifting the two inner transom seat bases. Lifting the two hatches reveal both engines in their entirety, which is extremely useful for maintenance. The engines are mounted very closely together, so getting between them could be tricky, but the wide hatch opening offers space to get down into the bay outside of the engines. There is a manual bilge pump built into the cockpit coaming, below the transom gate.

Be aware, on very early examples of the TS34, the two fuel tanks were connected by a balance pipe with no gate valve and just one fuel gauge at the helm. This is not an ideal configuration, particularly if the fuel was to become contaminated, or one tank was needing replacement. Consequently by late 1989 Birchwood was offering a gate valve ‘fuel crossover’ listed as a £305 option.

**Conclusion**
If you are looking for an affordable flybridge, the TS34 should be on your shortlist. It offers space, pace, offshore cruising ability and great value for money. If you find one you like, be quick. They don’t seem to hang around for very long.

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Before buying any used boat, always employ the services of a IIMS or a YDSA 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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**Birchwood**

**330** 1993-2001

Prices £55,000-£70,000
Length 34ft 5in Beam 12ft 4in
The 6-berth twin shaftdrive Challenger 330 was a development of the TS34.
Buy one (pictured) 1997 £59,995
www.swordfishmarine.co.uk

**TS37** 1985-1992

Prices £68,000-£80,000
Length 39ft 2in Beam 12ft 5in
A 6-berth, twin diesel shaftdrive cruiser available in flybridge and aft cabin guises.
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**290** 2004-2006

Prices £179,000-£250,000
Length 29ft 6in Beam 9ft 9in
This 29ft sports cruiser offers 4 berths with two double berths with a separate mid cabin.
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**Family**

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**Motorboat Owner © Digital Marine Media Ltd**
The eagle eyed among you may have noticed that our project boat update was absent from last month’s issue. We haven’t abandoned the Fairline Vixen, *Leonora*, it’s just that we are undertaking this restoration in real time and like most people, sometimes it’s just hard to find the time. At least we had a good excuse last month, as we took a week out to go cruising, but I digress.

When we left the boat in June I had stripped much of the engines components off and removed engine mount bolts and various mechanical and electrical connections in preparation for removal of the engine. In my head, I thought I literally had a couple of bell housing bolts to remove and the engine would be out. I think I may have even uttered the words “it’s a five minute job” as I left the house that morning. In truth there was a bit more to it.

To start with I had to remove all of the bell housing bolts, which included laying across the engine, head upside down in the bilge to reach the two small ones on the bottom that, as it turned out, just held a metal plate in place and could have been left alone. Two of the bolts also held the starter motor in place and, even with these removed, the corrosion that is prevalent on all of the external surfaces of the engine, meant it still required the use of a percussion persuader to actually let
go its grip. Once the starter was removed, a closer inspection reveals that it appears to be seized solid. I'll add it to the list of components to overhaul if this engine is to be re-used, and hopefully save the cost of a new one.

It also became clear that the engine would need to be lifted off the engine mounts but, in doing so would make sliding it from the shaft difficult, due to the angle. The answer was to undo the engine mounts from the block, leaving just one bolt in each for now to support the engine. It was also apparent that sliding it forward enough to disengage the engine from the shaft would require more space than was currently available at the front of the engine. To get around this problem, I had to remove both the raw, and fresh water pumps. To do so I cut away the old cam belt, and undid the water pump bolts. Despite the visual state of the engine, this was the first time that I had actually had any difficulty undoing a bolt, shearing one of the fresh water pump mounting studs in the process. Again, this dismantling revealed lots of white powder from the aluminium parts of the engine as they had corroded, but despite this, the internals of all the bits removed up to this point have been in surprisingly good condition.

It was now time to bring in the forklift, as I prepared for the first attempt at engine removal. I say first attempt, because it was unsuccessful. Again, corrosion seemed to be keeping the engine and bell housing...
from separating, so with the engine lowered onto wooden blocks in the bilge, it was back to brute force and patience as I slowly worked the two apart. After a short time, the engine slid off the shaft with a satisfying thud as it dropped onto the wood in the bilge and we could get the forklift back in place and try again.

This time the engine lifted straight out and was placed in one swift movement straight into the back of the van to be taken home, where I could work on it at my leisure. At this stage I was still not sure what the future held, and options were being kept open for rebuild, replacement or converting the boat to diesel.

Back at home I was about to get a big clue as to which way I was going when I started the more serious dismantling. First to come off was the rocker cover, which revealed a bit of aluminium corrosion on the inside, but a camshaft that was surprisingly free of marks or pitting. With the cam belt removed, there was also movement in the camshaft and valve gear, which I could safely spin without fear of valve damage, as the AQ151 is a non-interference engine. So far, so promising.

Next it was time to remove the head. With the 10 head bolts undone, the head lifted cleanly and easily away. What I was greeted with was surprisingly good. There was a certain amount of debris in the cylinders, mainly from my dismantling process, but the piston crowns and cylinder walls were in remarkably good

Final proof, if needed, that the engine bay had been full of water at some point
condition with just the tiniest amount of surface corrosion on the walls of cylinders 1 and 3. Just to be sure I wasn’t looking at it through rose tinted glasses, I took the engine to a friend who owns a precision engineering firm, and is far more knowledgeable about these things than I. His verdict was that with a little light honing, the cylinders look to be very serviceable. In fact he went on to say that looking at the cross hatchings that were still visible in the cylinders, it would appear that the engine has actually had very little use. The head itself will need stripping down, cleaning up and a little bit of remedial work. At least one valve looks like it will need replacing, as the intake valve on number two cylinder looks to be quite badly corroded. The rest, I am hoping, can be cleansed and lapped back into the head.

Back at base, I continued to strip everything I could from the block, in preparation for going down the overhaul route. The flywheel had a tide mark that stopped just short of the bearing, indicating that the boat had sat with water in the engine bay to a level above the top of the sump for some time. Luckily this appears to have been fresh water, rain probably, and despite the rusty state of some of the bolts, everything came...
undone easily. During the strip down I noticed that the distributor housing was cracked, so this would need replacing, and the main engine relay crumbled in my hands. Apart from these, most other components look like they will be serviceable after a thorough clean up, overhaul and repaint.

My last remaining concern was whether any of the water, which the engine had been sitting in, had found its way into the sump. If it had, in any sort of quantity, the bottom end would be trashed and the overhaul would likely become uneconomic. The now stripped block was mounted in a frame that allowed me to gain access underneath. The sump plug was cracked open and the oil drained. What came out was a bit gloopy, with evidence of a very small amount of water, but hopefully not enough to cause any corrosion on the
bottom end.
I now need to pull the sump off and check that the crankshaft and bearings are in good condition. If they are, this engine will be rebuilt and I believe will run again. For now, all other options have been put on the back burner. Now, where can I buy a job lot of Volvo red paint?

The head will need a good clean and one or two valves will need replacing due to corrosion.
When we made a canopy for our first project boat, Olive, we were, perhaps, a little too focused on costs rather than quality. We were, after all, trying to show that you could go boating for £1000, so we chose a material that has degraded much quicker than normal, high-quality canvas. So here we are, two years down the line, and our canopy looks like it could be three or four times that age. The benefit of this of course, is that we can use it to test the Renovo range of canopy reviving and waterproofing products.

Our once jet black canopy was now looking a very light grey/green colour. It also seemed to soak up water, where it once repelled it. In short, it was starting to look like it might need replacing at a not inconsiderable cost. This is where Renovo comes in. With a range of products to care for and renovate soft tops on cars, we thought we would give them a try on our very faded canopy.

The first thing you have to do is to give the canopy a good wash to remove grime and algae. Renovo has a product for this of course, but we stuck with AGlaze canopy cleaner, which produces good results. With the canopy off, it was clear to see just how badly the material had faded, with parts of the canopy that were overlapped
The Reviver dye was very easy to apply to the very porous fabric.

still looking black, rather than light grey.

Once the canopy was dry, we poured some of the Renovo black Soft Top Reviver into a pot and proceeded to apply it to the canvas. The reviver is basically a liquid dye, so you need to be careful during application not to get it on your clothes, or anything else that could be stained by it. Brushes can be cleaned with warm soapy water and the Reviver washes off hands easily, although wearing disposable gloves would be a good idea. The first coat was absorbed quickly into the dry material, the second coat, which is the recommended minimum, was a little easier to apply and required slightly less product, as the first coat created a bit of a barrier. The reviver is applied with a paintbrush and should be used out of direct sunlight to avoid a patchy result. Any product that gets onto the clear windows should be wiped off immediately, while still wet. You can also apply it to the interior of your canopy, if that is stained or faded, but we just did the exterior.

The result is pretty impressive. After two coats our canopy was back to a nice dark black, and you could not tell the difference between the very faded grey parts and the bits that had retained the original colour. We did find that the dye comes off onto other surfaces if you try to put the canopy back on before it is fully dry, but it was easily wiped off with a wet cloth. The same applied to the metal fixings on the canopy, although even letting them dry on these is not a problem as the dye just wipes off the shiny surface.

To top the treatment off, we gave the canopy a coating of Renovo Ultra Proofer,
to provide extra waterproof properties and protection against mould, mildew and, perhaps most importantly, UV. To treat our canopy, which is typical for a sub 20 ft boat, we used one whole 1 litre bottle of Reviver and a whole 500ml bottle of Ultra Proofer. A cockpit cover on a flybridge boat will require a little less and a large canopy from a 35ft+ sportscruiser possibly twice as much.

To say we are pleased with the result is an understatement. The canopy looks almost as good as new, with a deep black colouration and waterproof properties that makes water bead and roll off, rather than soak in. OK, it can't magically make a damaged canopy like new again, but if yours is tired, but otherwise serviceable, then Renovo Soft Top Reviver and Ultra Proofer is an inexpensive way of refreshing it, and extending its lifespan.

The products we used were for canvas type material, but Renovo also do the same range of products for vinyl canopies. They also offer the Reviver in dark blue, green, red and brown.

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It attaches to your average jerry can and the spout stops the flow when the tank is full

Contact: Superspout Ltd  www.superspout.com
Bayliner VR5 Cuddy
Length (LOA): 6.2m / 20ft 4in  
Beam: 2.4m / 7ft 10in  
Displacement: circa 1,500kg  
Fuel capacity: 132 litres  
Water capacity: N/A  
RCD category: C  
Engine as tested: MerCruiser 4.5l 200HP V6 with Alpha 1, Mercury 115hp outboard  
Other engine options:  
Mercury 150hp Outboard, MerCruiser 3.0l 135HP with Alpha 1, MerCruiser 170hp QSD 2.0l diesel with Alpha 1  
Price (outboard) from £33,040  
Price (sterndrive) from £35,460
Bayliner’s successful entry level cuddy, the 642, has been replaced with not one, but two new models. With the ever-increasing popularity of outboards, the new VR5 cuddy comes with a choice of propulsion systems. We headed to Bordeaux to put both variants through their paces.

Motive power aside, both models are pretty much identical in terms of layout and features, with just a few differences towards the transom. In the bow you get a light and airy cuddy, that certainly looks comfortable for the odd overnighter. The berths are 6ft long and can be infilled to create a huge double. Without the infill in place, the cuddy provides 3ft of sitting headroom, which is more than adequate for all but the tallest of boaters. Cleverly, the infill cushions double up as the backrests of the two side seats, so you don’t have the cushion storage issues that you find on some cuddies. You do, however, have to find space to store the solid infill boards that sit under the cushions, but these are quite lightweight and easy to find a home for. With the infills stored, the cabin...
is also spacious enough to fit an optional portable toilet. This slides out from beneath the cockpit sole and is stored completely out of the way when not in use. You need to remove the step down into the cabin to gain proper access, so a little work is required beforehand, but once set up there is plenty of space to use it, seated, and of course in total privacy with the cockpit door closed.

Normally you would expect to see some storage beneath the side cushions in the cabin, but the VR5 doesn't have any. I suspect this is due to the limited space below, which is a direct result of providing good seated headroom. It does have a single lined locker below the bow cushion, which looks big enough to store a bag or two and some basic overnight provisions, and a small shelf along either side of the cabin. If you opt to forego the toilet, the space back under the cockpit could also provide a useful storage area, perhaps kitted out with a plastic crate.

Overhead is a single opening hatch and in the hull sides are two long but slim fixed windows. There are no curtains or blinds for these, but the dark tint should ensure a good level of privacy when sleeping, or using the cabin for changing.

Out in the cockpit, the first thing you notice is how deep and safe it feels. The next, is how Bayliner has packed as much seating in as possible, and how versatile that seating is. You have an almost full width seat across the transom, with a walkthrough to the bathing platform on the starboard side. This seat then extends along the port side, where the foremost part forms the navigator’s seat, with a flippable backrest. With the backrest in navigator’s seat configuration, you can
probably get two or three crew in the aft part of the cockpit when underway, but flip the backrest forwards and you can lay it completely flat to extend the port side seating all the way to the cabin bulkhead. This turns it into a sunpad, or sociable seating for a larger group when stationary. Add in the optional teak cockpit table, and swivel the helm seat around, and you can actually cater for a decent sized group should the need arise.

In front of the navigator, the boat comes as standard with a lockable glove box, a useful feature, but one that can be made even more useful by upgrading to the optional sink and pressurised water. With this package, you also get a cockpit shower, a great addition if you are going to be using your VR5 for watersports.

At the helm, you get a supportive bucket seat that swivels, slides and comes with a lifting bolster, and a helm console that is simply, but conveniently, laid out. Neither of our test boats were fitted with a multi-function display, instead having the controls for the new Mercury Auto Trim placed slap bang in the middle of the dash, but the console looks like it could easily take any of the current seven inch
or so offerings. Finding somewhere else to mount the auto trim controls, if you opt for them, might be more difficult. The only reservation I had about the dash layout was the placing of the optional windlass controls underneath. These could potentially be knocked by your knee, and can only be operated by feel, if you want to continue seeing what is happening at the sharp end. If you are thinking of adding this option, perhaps talk to your dealer about getting this relocated somewhere a bit more accessible.

Access to the foredeck is via three wide steps moulded into the cabin door and through the middle, opening section of the windscreens. The screen sections, on either side, provide good hand holds to ease your way but, once on deck, there is little in the way of protection. The bow rails are very low to start with, only increasing in height right at the bow, so care will be needed by anyone venturing out here at sea. At the bow, a break in the rails allows boarding over the front and, centrally, a hatch lifts to reveal the anchor locker. This is a decent size, certainly capable of taking a fender or two as well as your anchor gear, although if you choose the optional electric winch, the access to the lockers for fenders is greatly diminished by the winch itself. With this option, you do get a pair of deck foot switches, which should make operating the winch easier than with the helm switch. The bow can also be equipped with full width sunpad cushions, including a separate central one that comes with a backrest for the middle section of the windscreens.

Moving aft and we start to encounter some of the differences between the two
models. Behind the transom seat, both have a full width sunpad with a section to starboard that lifts and fixes in place to create a backrest, or lifts and folds back on itself to create a walkthrough from the cockpit to the bathing platform. Below this walkthrough is a decent sized self-draining locker. Lifting the whole sunpad reveals what is the engine bay on the inboard model, and a huge empty space on the outboard powered boat. Storage is often in short supply on boats like the VR5, but on the outboard version there is so much I am struggling to think what you might actually use it for, but it is always better to have too much, than not enough. It could certainly take a couple of folding bikes or a roll up dinghy, and that in itself is quite something on a 20ft sportsboat. In the bottom of this compartment the floor lifts to gain access to the bilge and bilge pump. On the inboard version this compartment is filled with the 4.5 litre V6 200hp engine, or one of the other two inboard options, but even so, there is still a reasonable amount of room to service and work all around the motor.

A separate compartment to port, which is also accessed by lifting the sunpad, contains the boat’s battery as well as the optional water tank and fresh water pump. This area could also be used for storage, as long as care is taken not to interfere with the aforementioned items.

As mentioned, access out to the bathing platform is via a walkway to starboard. If you opt for the bimini or cockpit enclosure package, the framework sits over this area meaning you have to duck under it to enter and exit the cockpit. This is a bit inconvenient, but a small price to pay for having the versatility that this option brings. Out on the bathing platform, the
differences between the two models are not as great as you would imagine. This has been achieved by adding the outboard to the aft of the full width bathing platform, rather than in between two smaller separate platforms as you find on many outboard powered sportsboats. This does, of course, increase the overall length of the outboard version, especially when the engine is tilted, which is something to consider if you are paying to moor it, but it is nice to have the full width platform if you are going to be using the VR5 for watersports, or even just swimming from. You get a boarding ladder as standard and a towing eye is available low down mid-transom. I have seen this eye fitted onto an outboard powered version, but in truth some thought will need to be given to using it, as it is directly in line with the engine.

Engine choices
The key to Bayliner’s philosophy of offering two types of propulsion systems is three-fold. Firstly, the 3.0 litre inboard petrol option, which would have been the base standard fitment to a boat like this over the last few decades, is reaching the end of its run and will not be available for much longer. The second is that outboards are increasing in popularity year on year, especially in the USA where inboard petrol sterndrive numbers are plummeting on new boat sales. Lastly, there is the efficiency of modern outboards, which provide an equivalent performance to the inboards, but with lower fuel costs. Ultimately, it all adds up to some interesting choices for the VR5 buyer.

Underway - 200hp Sterndrive version
The VR5 with the 4.5l 200hp inboard
“With the right engine, the VR5 Cuddy is a great boat in either inboard or outboard guise”

did not disappoint in any way. There was oodles of power, delivered smoothly and effortlessly with a hull that handled it competently. We weren’t out in choppy seas, so we were not able to put the hull through a rigorous test, but it coped with any wake we came across without fuss. I have to say that there appeared to be something amiss somewhere, as we recorded a maximum RPM of 6500 and the engine is only supposed to rev to 4800. It could be that the boat was propped incorrectly, or we could have been getting false information from the rev counter, but either way, you need to take this into account when looking at our figures*, which should be taken with a pinch of salt. We can’t even provide fuel figures for the higher RPM’s as they simply don’t exist for this engine. What I will say though, is that the speeds we recorded were correct and, with a 40+ knot top speed, this boat was a blast. The steering was light, precise and perfectly balanced and the hull cornered well and was easy to drive. The helm position is good, with excellent ergonomics when leaning against the bolster or when standing,
although I found the throttle just a little high when seated. The moulding just below the side screen provides a perfectly placed elbow rest, and the screen provides great protection for both the helm and navigator. With no windscreen wiper, visibility could be compromised in rain or spray conditions, and at some point during the transition from displacement to planning, which occurs between 8 and 16 knots, you may find the top of the screen in your line of sight, but overall the VR5 inboard is a thoroughly competent package.

Underway - 115hp Outboard
Almost everything about the driving position from the inboard version, translates directly to the outboard model.

The 115hp motor is the smallest output available on the VR5 but that doesn’t mean that it feels lame. With a top speed of nearly 35 knots, it should certainly be fast enough for most. The downside, of course, is that you need to work the engine to get the best from the boat, with good performance only really coming in the top 1000 rpm, where the engine is working hard and noise levels increase. Down at lower speeds the four stroke Mercury is smooth and quiet, and there certainly appears to be some useful fuel savings to

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*These fuel figures are calculated using generic data for the specific engine, and may not provide an accurate representation of fuel usage for this combination.
be had over the inboard version at speeds in the mid to high 20's, assuming our figures for the inboard boat are in any way representative. Whether the 115hp motor is exciting enough for the VR5 is a matter of opinion, but I was left wanting more. That’s not to say it wasn’t well matched, and it offered a reasonable performance at higher speeds, it was just a bit slow to get going, taking 7 seconds to plane, and lost quite a bit of speed in tight turns. On the plus side, there was no evidence of ventilation and despite my best efforts, I never managed to get the boat out of shape, finding it composed and easy to drive. There was just the merest hint of torque steer, which expressed itself more through stiffer steering when countering it than any actual steerage.

On the day of the test we also had available to us the open bow version of the VR5, which was fitted with the 150hp Mercury outboard. I gave this a quick spin, to see what conclusions I could draw about fitting the larger outboard to the cuddy. The difference was quite evident. Planing was achieved in just 3 seconds, the top speed increased to 38 knots and the boat maintained speed better during fast manoeuvring. With a £2,980 premium, it is easy to justify the extra spend. The 115hp is fine, but with 150hp on the back the boat will keep your interest for longer and is more comparable, performance wise, to the 200hp inboard version.

**Conclusion**
The VR5 cuddy is a worthy replacement to the 642. The wide choice of engines may confuse matters, but I think you could probably narrow it down to either the 150hp outboard or the 200hp sterndrive. There may be money to be saved with the smaller inboard or outboard options, but this is supposed to be a sportsboat and I think it deserves the extra power. Before I drove both boats, I favoured the sterndrive
version, for no other reason than my own preconceptions. Having driven the 115hp outboard version I still felt the same, as it lacked the punch of the 200hp inboard. However, when I drove the VR5 bow rider with the 150hp outboard, I was won over. It delivers a drive that is almost as good as the 200hp sterndrive, comes at a saving of £4,660 over the larger inboard engine, and delivers a decent fuel saving to boot. The diesel option is a useful choice if you want to use the VR5 where petrol is scarce. I haven’t driven it, but the 170hp oil burner should provide good performance, and the low-down grunt of the diesel may even be beneficial for some watersports applications. At £44,600 before options, it does, however, come with quite a large premium. Whichever way you go, the VR5 cuddy is not a boat that will disappoint.

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Come join us at the Southampton Boat Show 15th-24th September 2017
Brand new Sealine C530 & C430 UK launch afloat. Berths M204-M212
New and Used Boats for Sale

Call our friendly team to arrange an appointment to view any of the used boats for sale below – or visit our website for this month’s complete range www.valwyattmarine.co.uk

Freeman / 24
Nice example of 4 berth classic with Perkins 42hp diesel
1977 | £10,950 | 25ft | 7.5m

Seamaster / 813
Ideal river cruiser, very well maintained with modern fittings
1981 | £12,500 | 27ft | 8.1m

Capriole / 850
Spacious social cockpit with wet bar & twin double berth layout
1998 | £34,995 | 28ft | 8.5m

Succes / Marco 860 OC
Fantastic river boat, one owner, bow & stern thrusters, 300hrs use
2006 | £45,000 | 30ft | 9.0m

Broom / 1070
REDUCED Immaculately maintained & spacious twin engine cruiser
1988 | £59,950 | 35ft | 10.7m

NEW Interboat / Intender 820
Deluxe styling, teak cockpit, fridge, toilet room, bowthruster
2017 | £71,500 | 27ft | 8.1m

Haines / 26
Clever compact cruiser, beautifully fitted & just 45hrs use
2016 | £110,000 | 26ft | 8m

NEW Haines / 32 Sedan
Luxurious spec with double island berth, walnut finish, Nanni 60hp
2017 | £190,536 | 32ft | 9.75m

Expand your horizons...

...with Val Wyatt Marine – offering everything you need to get on the water – from our picturesque family-run marina.

As well as an impressive range of river boat and offshore brands – including the handmade Interboat and British-built Haines – we offer:
sales - new and used • moorings and maintenance • friendly, expert advice
all from our superb site at Willow Marina. So come and visit us, soak up the atmosphere and experience a whole new lifestyle!

Open seven days a week.

www.valwyattmarine.co.uk | 01189 403211 | info@valwyattmarine.co.uk
Val Wyatt Marine, Willow Marina, Willow Lane, Wargrave, Berkshire RG10 8LH
NEW BOATS – All available immediately

PRE OWNED BOATS

GLASTRON GT185 - New Boat
Single 200hp Volvo Penta V6-220C engine. Stylish bowrider. Bimini, cockpit cover, trailer £39,035

DAVINCI 30 – New Boat
* UK debut at Southampton Boat Show * Available with 75hp shaftdrive or 200hp sterndrive. £196,625

BROOM 35 COUPE – New Boat
Single Nanni 50hp. 4 berths, galley down version £199,950

BROOM 30 HT – New Boat
Nanni 50hp diesel, Boxthruster. Aft & spacious river cruiser 2 cabins, 4 berths, 6’+ headroom Part ex available £153,000

24 HOUR SALES HOTLINE +44(0)1933 551622

CONTACT US
Sales Email: boatsales@tingdene.net
24 HOUR SALES HOTLINE +44(0)1933 551622

Thames & Kennet Marina
Caversham Lakes
Henley Road
Reading, Berkshire
RG4 6LQ
0118 947 7770

Windsor Racecourse Marina
Maidenhead Road
Windsor
Berkshire
SL4 5HT
01753 851717

Upton Marina
Upton upon Severn
Worcestershire
WR8 0PB
01684 593111

Pyrford Marina
River Wey, Surrey
GU22 8XL
01932 343 275

Walton Marina
Walton on Thames
KT12 1QW
01932 221 689

Stourport Marina
Stourport on Severn
DY13 9QF
01299 827 082

Hartford Marina
01480 454677
Portishead Quays
01275 397 277

Contact Windsor Racecourse
Contact Windsor Racecourse
Contact Thames & Kennet
Contact Thames & Kennet
Contact Upton
Contact Upton
Contact Thames & Kennet
Contact Thames & Kennet

Broom 370
Choice of three available. 2 twin engines & 1 single. Superb aft cabin cruiser offering 4 berths, with spacious master aft cabin From £274,950

Fairline Targa 43
2004 - Twin Volvo 480hp diesels. Stylish sportscruiser offering 4 6 berths & 2 separate cabins. Engine service, new Gaybrox cockpit upholstery, leather £149,950

Intercroiser 34
2010 - Single Volvo 330hp shaft drive diesel. 4 berths with separate forward double master, Radar, autopilot, GPS chartplotter, bow & stern thruster £199,950

Sheerline 1020
2011 - Single 130hp Nanni diesel engine. Electric folding windscreens giving air draft of 7ft 3in. Boatthruster, leather upholstery, diesel heating £149,950

Broom 365
2008 – Single Yanmar 220 Absolutely as new throughout. View by appointment £169,950

Bayliner 3055
2000 - Twin Mercruiser Thunderbolt V 5.0 litre engine. 4 6 berths with open plan saloon area and separate double mid cabin. Teak cockpit, BSS certificate 2021 £45,000

Sealine SC35
2009 - Twin Cummins CMD QD D 4 320hp, 4 berths in two separate cabins. Snap Davits, hinged top mast, New batteries, walnut interior, holding tank £149,950

Broom Crown
1980 - Twin 165hp Perkins. 4 6 berths with two separate cabins/two toilets, Standard Horizon GPS & Chartplotter, Webasto heating £59,950

Van de Valk 45 Royal

Gremlin 33
2010 - Spacious 4 berth hybrid motor cruiser fitted with Volkswagen diesel engine with electric drive system. BSS certificate 2016, bow & stern thruster £92,500

Pedro 37
1999 - Single Perkins 115hp. 4 berths in 2 cabins. Boatthruster, inverter, teak cockpit, davits, Webasto ThermoTop diesel heating with 5 radiators £79,950

Fairline Targa 39
1997 - Twin Volvo Penta KA302/2 Raymarine SL70RC plotter & Radar. Autohelm ST500 Plot, Generator, Boatthruster, new canopies & upholstery £86,500

CONTACT US AS BROOM AGENTS, BOATS REQUIRED

TODAY TO DISCUSS
TOGETYOUR NEW BERTH FOR 2016

SEALINES34-1999 - TwinVolvo KAD43230hp

Caversham Lakes
Gobbi345sc –2002–TwinVolvo KAD43-230 Diesels
£74,950
£119,950

£38,000

£32,950

£35,950

£451,503 Inc Vat

£19,950
For Sale: 13-metre Berth in Essex
Berth at Farnbridge Yacht Haven on the River Crouch in Essex available from now for Autumn/Winter 2016/17 until March 31st. Suitable for 13-metre boat with 4+ metres beam.

£1700
07889 469584
e-mail address

1984 Fairline Mirage 29
Twin Volvo AQ145/280 engines. 4-6 berths with two separate sleeping areas. Eberspacher heating, holding tank, sea toilet, VHF radio, winter and summer cover, removable hardtop, davits.

£19,250
01932 570055
sales@pentonhooksales.co.uk

1969 Elysian 27 Cabin Cruiser
Single Perkins 4107 diesel shaftdrive engine. Four plus two berths, wash basin in front cabin, cooker, fridge, running water, calorifier, Garmin plotter, VHF, Lowrance fish finder, Radio/CD player, Danforth anchor, bathing platform, mooring lines

£8,000
01702 206908
Arvor Boat Owners Club  
www.arvorboatowners.co.uk

Aquastar Owners Club  
www.aquastarclub.co.uk

Atlanta Boat Owners  
www.atlantaboats.co.uk

Bavaria Owners’ Association  
www.bavariaowners.co.uk

Bayliner Owners Club  
www.baylinerownersclub.org

Beneteau Owners’ Association  
www.beneteau-owners-association.org.uk

Broom Owners Club  
www.broomowners.com

Chaparral Boat Owners Forum  
forum.chaparralboats.com

Classic Motor Boat Association  
www.cmba-uk.com

Classic Offshore Powerboat Club  
www.classicoffshore.com

Cleopatra Owners Club  
mycleopatra.ning.com

Coronet Cruisers  
freespace.virgin.net/simon.sherlock/index.htm

Corvette Motorboat Association  
corvettemotorboat.wordpress.com

Cranchi Owners Club & Forum  
cranchiownersclub.com

Dawncraft Owners Club & Forum  
www.dawncraftowners.com

Dell Quay Ranger website  
www.dellquayranger.supanet.com

Electric Boat Association  
www.electric-boat-association.org.uk

Elysian Boat Owners  
www.elysianboats.co.uk

Fairey Owners Club  
www.faireyownersclub.co.uk

Fairline Owners Club  
www.fairlineownersclub.com

Fjord Club  
www.fjordclub.com

Fletcher Owners Club  
fletcher-boats.co.uk/your-fletcher/owners-club

Freeman Cruisers Forum  
freemanboats.forumer.com

Freeman Owners Club  
www.freemancruisers.com

Freeman Cruisers  
freeman-cruisers.forumotion.co.uk

Haines Owners Club  
www.hainesmarine.co.uk/owners.php

Hampton Safari Boat Club  
hamptonsafaribc.webplus.net

Hardy Owners Club  
www.hardy-owner.org.uk

Jeanneau Owners Network  
www.jeanneau-owners.com

Mariah Owners Club  
www.mariahownersclub.com
what I saw

Spotted something weird, wonderful, or interesting on your travels?

Retro Sunseeker
Gleaming Sunseeker at Poole Harbour B'Show
SPOTTED! by Ian Ruskin

The Matthew moored alongside us
A glimpse into the past, 15th century caravel replica
SPOTTED! by David Bagshaw

Oh what a beautiful morning
Early morning reflections at Marlow
SPOTTED! by Sue Sharp

Dartmouth Freeman
Beautifully-kept 60’s Freeman 22 MkI in Dartmouth
SPOTTED! by Claire Frew
NEXT MONTH
ONLINE 30th SEPT

SOUTHAMPTON
Destination Guide

BOATS
• DaVinci 30
• Broom 1070

PRACTICAL
• Turning a locker into a fridge
• Project Boat update

PLUS
• Your questions answered in Q&A
• The latest products and boats from the Southampton Boat Show
• Tested - The team put some nautical kit through its paces
• Inbox – your comments
• Inland and coastal news