

No. 572 APRIL 2014 • £4.20 • www.pbo.co.uk
BRITAIN'S BEST-SELLING YACHTING MAGAZINE

Practical Boat Owner

CRUISING IN RIVERS

The magic of inland sailing

2014 MARINA PRICE GUIDE

Your one-stop price comparison for annual berths around Britain

PRACTICAL

- ✓ DIY rig change saves £££s
- ✓ Mortise and tenon joints
- ✓ Bilge pump installation
- ✓ Low-cost LED nav lights
- ✓ £100 boat restoration

SEAMANSHIP

HOW TO...

Berth your boat using the tender

Pack a spinnaker

Stay safe in fog

PROJECT BOAT

Laminating a tiller

Rudder lifting system redesign

TESTED

Lifebuoy lights
LEDs v traditional

Electric polishers
How to fix tired gel coat

BOATS

Pocket cruisers
in plywood

Bag a bargain
in Greece

CRUISING

Orkney to Biscay
in a 26'

Bri
Tréguie

INTERPRESS 2043-04
Practical Boat O



Pris: 65,00
moms 6%

Retur-
vecka 16

Düsseldorf BOAT SHOW

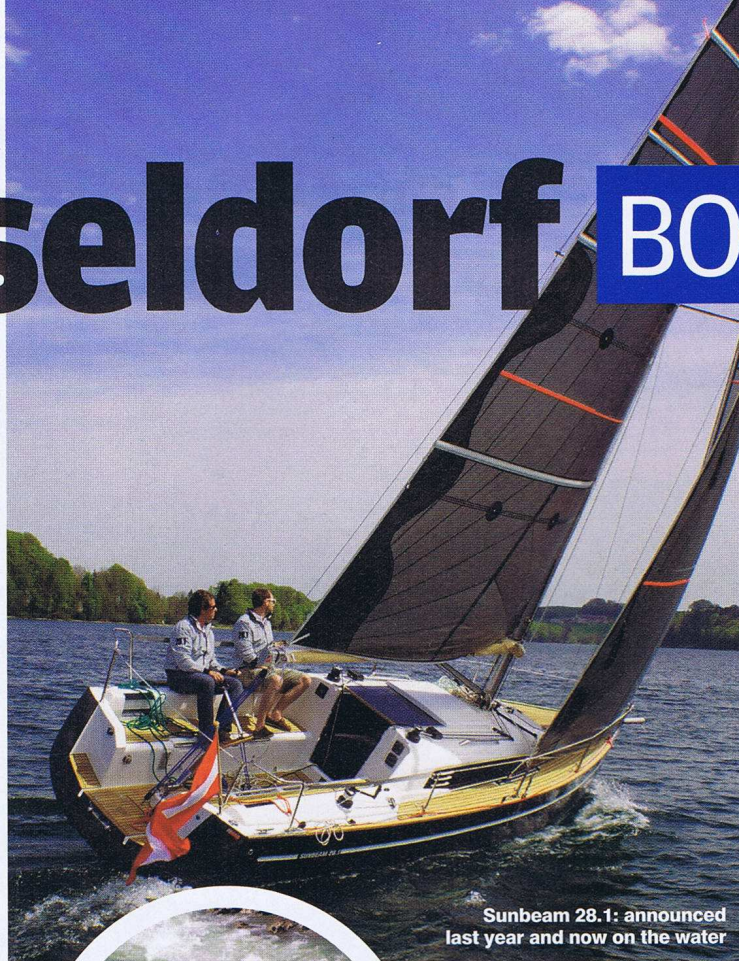
As a showcase for all things to do with recreational boating, Boot Düsseldorf takes some beating. David Harding reports

If you want to see a lot of new boats under one roof during the European winter, Düsseldorf is the place to be. Actually the Messe Düsseldorf exhibition centre has 17 roofs, beneath which you will find everything from dinghies, kayaks and cruisers to superyachts, together with gear and equipment, sailing schools, boatyards and marinas, charter companies, sections devoted to diving and fishing, 'trend sports' (windsurfing, kitesurfing, paddle boarding and so on) and maritime art.

This year you could even have a test-drive on a self-propelled private island, or watch the chap in the classic boat section carving figureheads.

That Düsseldorf is a show on a massive scale is brought home by the fact that the Oyster 825, for example, was to be found not with the superyachts but in one of the sailboat halls. Then, wandering through into the canoe and kayak section, you encountered an indoor river complete with rocky banks, real trees, grass verges and back-cloths suspended from the ceiling depicting cliffs and distant mountain-peaks. Welcome to the wilderness...

It was in this section that I stumbled across what was perhaps the cleverest boat at the show, and one I'd have loved to take home: the three-boats-in-one **Klepper Backyak** (www.backyak.de). Three boats in two would be a more accurate description, because you need a friend to carry the other half if you want maximum versatility. It's



Sunbeam 28.1: announced last year and now on the water

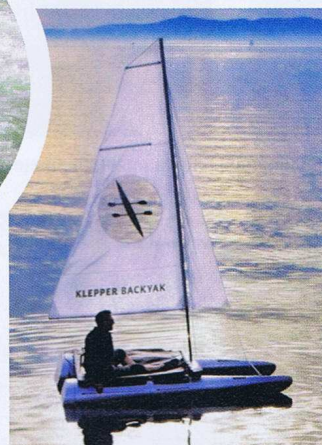


A new electric outboard system was on the VPLP-designed K10



essentially a carbon-fibre two-person kayak that can be broken down into two 'backpackable' sections. You can insert end-plugs and make it into two shorter one-man kayaks instead of one long one, or buy a crossbeam-and-trampoline kit to join the two halves together laterally and form a catamaran (with a sailing rig as an option). Another conversion kit creates a toboggan. It looks just the thing for an active couple who can find from £4,100 for the basic kayak to £8,200 for one with all the conversion options.

There was plenty more innovative thinking on display. The **K10**, a 6.5m (21ft) dayboat built in France by ACCF (accf-marine.fr) was attracting great interest – partly because of her beautiful wood-laminated, resin-infused, foam-cored deck and also because of the nifty electric outboard arrangement. A Torqeedo drive can be retracted into the stern locker, with power supplied from a battery that's charged by a fuel cell. A hydrogen tank extends the running time to



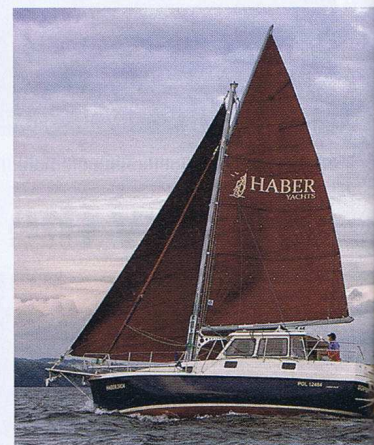
ABOVE The Backyak that makes a cat – complete with rig
INSET Yak on the back: which half do you want to carry?

20 hours and the whole system weighs substantially less than a normal electric outboard installation. The K10 costs from around £46,000 (without the hydrogen power).

Torqeedo (www.torqeedo.com) were also at the show and have big plans for hybrid drives on larger boats, having recently acquired Moonwave Systems.

Going straight

Electronic wizardry is combined with a novel approach to yacht design in the **Haber 34** (<http://haberyachts.com>; price TBC), which was at Düsseldorf last year but has now been fully finished and tested. This high-volume, shallow-draught wheelhouse cruiser uses the same principles



ABOVE Multiple daggerboards balance the Haber 34 to keep her sailing in a straight line – with computer control as an option

as the Haber 800C4 (tested in PBO May 2009), whereby daggerboards forward, amidships and aft are deployed to balance the sail plan and keep the boat sailing in a straight line. An option on the 34 is a fully automated system whereby sensors gauge the wind speed and sheet positions to adjust the boards automatically.

Some will question the need for such elaborate systems, but the whole Haber philosophy is born of the hard-won experience on the part of the designer and builder in small boats in heavy weather. Watch this space...

More mainstream boats included the **Varianta 37** (<http://inspirationmarine.co.uk>) – the new budget offering from Hanse that

was announced at the London Boat Show with a starting price of around £80,000. We will be sailing her as soon as the first one hits the water in the UK.

At a German show it was no surprise to see other boats from the Hanse group (Hanse, Moody and Dehler) present in force, while Bavaria went to town by showing every model in the range. Other big European builders such as Beneteau and Jeanneau had a wide range on display, too.

Alongside the boatbuilding giants were plenty of smaller ones. Faurby from Denmark (<http://faurby.dk>) were presenting plans for an absolutely stunning-looking 46-footer, the 460 E. With her slippery hull, relatively narrow beam and tasteful styling she combines Scandinavian tradition with modern thinking and should be a beautiful boat to sail when she's launched in 2015 (with a ready-to-go price starting at just under £500,000).

On a smaller scale, Faurby have

tweaked the 325 to increase the interior space and produce the 335 E (£163,000). She still looks lovely but now boasts 1.86m (6ft 1.5in) of headroom.

Dufour (represented in the UK by <http://marcomarine.co.uk>) were introducing the twin-ruddered, twin-wheeled 310 – one for testing when she arrives on these shores in the spring with a price tag of around £86,000, commissioned and ready to sail. Another addition at the bottom of an established range was the Salona 33. This new little sister for the Salona 35 (tested in PBO June 2013) sells for around £88,000.

Coming down in size again, **Sunbeam's** sporty new **28.1** was present in the flesh having been announced last year (from £67,750; www.sunbeam.at). Slightly less sporty but just the thing for weekending and coast-hopping is the **Saffier SC 8M Cabin** from Saffier Yachts in Holland (<http://saffieryachts.com>). Elegant, practical, beautifully built

and costing from £60,000, she will appeal to people who want something faster and roomier than a Folkboat or Contessa 26 but less racy than an H-Boat.

Anyone in search of something seriously racy would have been spoiled for choice by the vast range of sportsboats designed for the European lakes. Most of them we'll never see in the UK, but one name that I suspect we will be getting to know is Fareast – from, yes, Shanghai.

Designed by Simonis-Voogd after they parted company with Dehler, the range includes full-on race boats and a 36ft (11m) catamaran as well as three performance cruisers. The retractable-keel **Fareast 26** on show was impressive: definitely one to watch. She starts from £43,200 before shipping (www.fareastboats.com). If you want something of similar size with three hulls, the Dragonfly 25 will be worth waiting for (www.dragonfly.dk).

Going cruising

It was good to see Najad back again, now under the ownership of Swedestar – a name that's still relatively unknown in the UK.

Even less known over here is Scalar. These limited-production yachts are built at the yard of Henningsen & Steckmest in north-east Germany, founded in 1958 and now run by the third generation of the family. Glassfibre hulls (they also build in timber) are fitted out with wooden decks and

interiors to create a traditional feel and allow a high degree of customisation. The Scalar 40 on display was as fine an example of traditional boatbuilding skills as you're likely to see, but the lines of both the 40 and her smaller sister, the **Scalar 34** (from £192,500), suggest that they're not designed to hang around. Check out <http://scalaryachten.de>.

A few miles south, Plön is home to another semi-custom German builder with a difference – Sirius – whose 310 DS I tested in PBO February 2012. The Sirius 40 DS is coming next.

I couldn't resist the invitation to have a look over Sirena Marine's Rob Humphreys-designed Azuree 46. The range from this Turkish yard (www.azuree.com.tr) includes a 33 that, were the economy more buoyant, somebody would no doubt be importing into the UK. If you want something bigger, hold on for their Euphoria 68 or 84...

Let's end this brief look at the show's edited highlights with something at the other end of the size range. Styled along the lines of a traditional Breton fishing boat, **La Gazelle des Sables** (<http://LaGazelleDesSables.com>) is 2.7m (9ft) long, water-ballasted, self-righting (so we're told), trailable (even behind a bicycle!) and easy to launch off the beach. If you sail one you'll be following in the wake of Marc Pajot and Yves Loday among others. A lot of fun for just over £4,000.



LEFT It was hard to miss the first appearance of the Varianta 37

BELOW Scalar 40: a fine example of traditional boatbuilding

BELOW RIGHT Saffier SC 8M Cabin: elegant and practical



ABOVE La Gazelle des Sables: traditional style in a diminutive size

RIGHT The Chinese are coming – and they're not trying to disguise the origins of the Fareast 26

