

# OCEAN SAILOR

JULY 2021

Sponsored by **Kraken Yachts**



# OCEAN SAILOR

# JULY 2021

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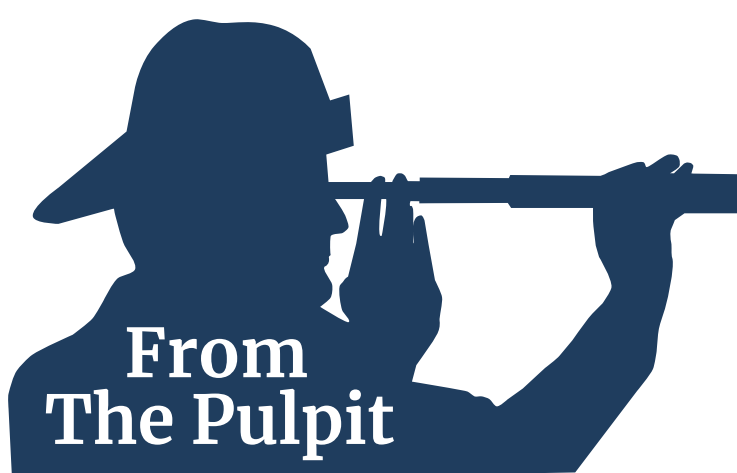
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## ARE YOU LOVING OCEAN SAILOR MAGAZINE?

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## THE KRAKEN 50 V2 HITS THE WATER

By Dick Beaumont - Chairman and Founder of Ocean Sailor Magazine and Kraken Yachts

The big story for Kraken is the K50 v2, Sofia Marie, has launched in Tuzla, Turkey and, as the photos show in the following article Birthday of a Blue Water Yacht, she is stunning and can now prove our claim that she is the best true blue water yacht ever launched.

She has attracted considerable interest from both prospective owners and the yachting media alike.

We have had many requests to view and sail her, and despite Covid's best attempts to frustrate our efforts, we are now able to invite all interested parties to our K50 Promo.

This was planned to be at the Greek Island of Kos, but, in what appears to be a continuance of the enmity between Greece and Turkey, Greece has now ruled that all crew or passengers arriving on vessels from Turkey must have a current commercial seaman's book, which only one of the Kraken team has.

Therefore, we will convene the K50 Promo in Bodrum, Turkey, from 20th July - 19th August.

Most countries, except the UK, will allow travel to and from Turkey now as their covid infection rate has dropped considerably.

Please contact us at the email below to arrange to join us at The Kraken Promo Event. [sales@krakenyachts.com](mailto:sales@krakenyachts.com)

Unless Boris and his new buddy Sajid Javid wake up and either accept travel to and from Turkey, or perhaps even introduce the vaccine passport they have been talking about for months, I will very sadly be unable to attend this very important event as I'll still be stuck in the UK. But the show must go on and we are very keen to show off this fantastic yacht to the world. Turkey's Covid daily infection rate is around 5,000, there were 20,000 yesterday in the UK, where the population is 20% less than in Turkey !?!

I'd like to take this opportunity to thank all members of the Kraken Yachts and Su Marine (our JV partners in Turkey) teams for the diligence, craftsmanship and attention to detail they have shown and which has put the K50 in a class of her own.



The new Kraken 50 Version, Sofia Marie, out on her sea trials

IN-BUILD AT KRAKEN

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# THE BIRTHDAY OF A BLUE WATER YACHT

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The day we have all been waiting for is finally here and Sofia Marie the first Kraken 50 built in Turkey launches today. She's magnificent and we are all very proud

# IN-BUILD AT KRAKEN

Removed from the yacht transport, the Kraken 50 is brought to the water via the travel lift.



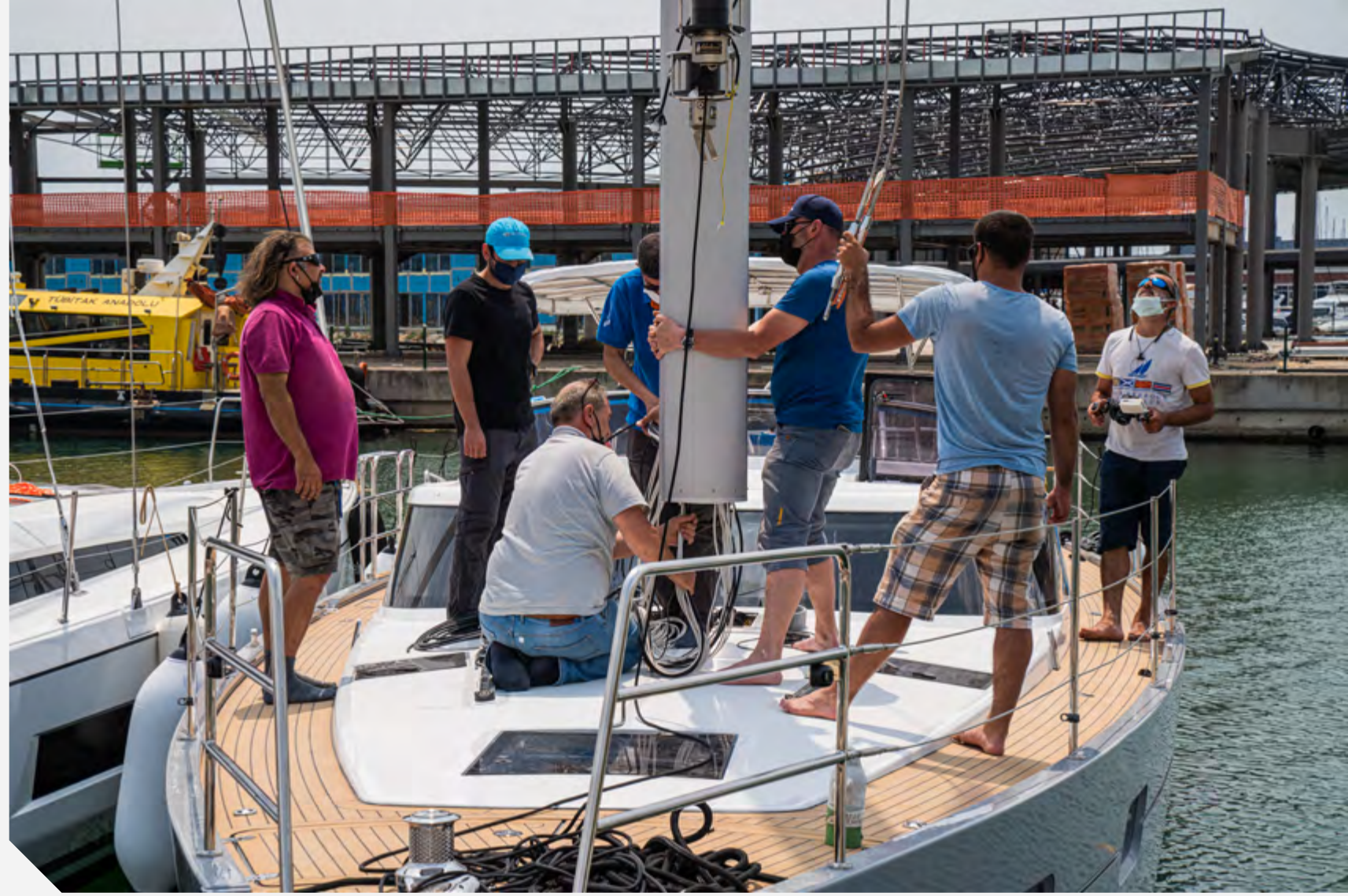
The yacht's ZERO Keel™ touches the water for the first time!

The mast is spliced, electrical wiring for lights and navigation equipment are run through and the mast is carefully craned over the yacht.



# IN-BUILD AT KRAKEN

The mast is lowered towards the deck and the electrical wiring is dropped through the deck collar prior to the mast being lowered into position. All Kraken yachts are keel stepped which provides strength to the rig and is safer than a deck stepped mast.



The forestays and rigging are all connected to the yacht prior to the boom being craned into position and attached to the mast via the gooseneck.

Moving to the interior of the yacht, here is the master cabin with an emphasis on space and light. All protective wrapping is removed, finally showing off the high quality craftsmanship and attention to detail from the carpentry team.



# IN-BUILD AT KRAKEN

The master head is now finished with HI-MACS corian counters with built in fiddle rail and vanity basin. Both heads include a full walk-in shower.



The saloon seats 4-6 crew as the bench seat can be relocated to sit 2 on eat side.

Here is the saloon with the raised navigation station on the port side and U shaped seating area to starboard. When conducting a watch or planning your next passage, the raised navigation station is a comfortable and warm alternative when the weather is bad. The view forward from the Nav station allows excellent vision all round.



## IN-BUILD AT KRAKEN

The galley also includes HI-MACS corian counters. On the outboard side is an electric oven with 3 hobs and a Vitrifrego stainless steel drawer freezer. On the inboard side is a Vitrifrego dual drawer fridge and large sink.



We are especially proud of the walk-in engine room. The equipment which requires regular use or maintenance all has easy access. Here are the engine and watermaker.

# IN-BUILD AT KRAKEN

And here, the generator and fuel polishing filters. The floorboards will receive a diamond plate non-skid surface. These boards can be removed to reveal the strainers.



The first trial sail to test equipment. The yacht is using a set of Dacron test sails whilst the final hybrid spectra sails are completed.

# IN-BUILD AT KRAKEN

The test sails built by Kaan and his team at Quatum Sails are a good fit, so he'll now go ahead and build the full set of Spectra/Dacron sails the client has ordered.



Even though there is only 6 kts of wind Sofia Marie is making 4.5 kts and without a genoa!





All at Ocean Sailor and Kraken Yachts would love to hear your comments, questions or point of view. We'll publish a *selection* of comments in this section. To have your say please email us at [hello@oceansailormagazine.com](mailto:hello@oceansailormagazine.com)

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## RE: OCEAN SAILOR MAGAZINE

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" Hi Mister Beaumont,

Love your magazine.

Please can you give your opinion on the tender? How big should it be (corresponding to the crew)? It is a pain in the ass to stow it, having no davits on a chartered boat. When towed, should it be close to the boat (2m), or further (10m). How to fix it (only on the nose of the tender, more fixating points?). Stow it on the deck? Keeping it deflated?

Thank you very much.

I read that you come to Kos. We stay in our house on Poros. But we come home by the time you arrive in Kos. So we miss the visit of the boat. When you keep cruising in Greece, we kindly invite you to our house for dinner whenever we are there. We think being back in Greece by the end of August.

Best regards"

[Leon V - Email](#)

Hi Leon Thanks so much for your kind invitation, and for sure I will be in contact with you when I'm in Kos later in the year. I look forward to meeting you soon. Dick Durham and Trystan Grace have written an article on tenders in this months mag. It's on page 30 I hope this answers all your questions but if not please come back to us.

The Greek government has now imposed a rule that all of the crew must have commercial seaman's books if they arrive on yachts from Turkey 🇹🇷. That won't work for our promotion so we have now changed the schedule to 20th July-19th August and the venue to Bodrum

Dick Beaumont

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## RE: KRAKEN 50 V2 SOFIA MARIE

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" Hello Kraken Team

Just wanted to convey my thanks to you all. Fantastic magazine and great podcasts. I have my heart set on a Kraken 50 in due course. Would love to meet you all in Kos but sadly work and life commitments dictate otherwise.

Keep up the good work.

It is very clear to me that when the going gets tough, the tough get Kraken!

Best"

[Charlie Bonello - Facebook](#)

Thanks Charlie

I don't know why it is, but it all gets serious when the wind tops 35 knots. At that point and up you need a yacht that protects the crew, not one that the crew must protect from every wave. Whenever you'd like to come and look over the K50 we'll be delighted to arrange it and take you out and demonstrate the best bit.... how she sails. Do keep in touch. Best

Dick Beaumont

" Dear Dick,

I have followed the construction of the K50 v2 in each of the monthly articles Birth of a Blue Water Yacht and I can see your construction methods and design concepts are very different from other yachts. I'm not an engineer, but I can see that your hull and deck structure and materials are much heavier. Would it be possible for you to write an article explaining the differences in your yachts construction and design and the benefits that this produces for an ocean cruising yacht?"

[Yan Peterson - Email](#)

Hi Yan

I will be delighted to explain the why's and the wherefores in a Krakens build, construction and design in next months (August) Ocean Sailor Magazine. Apologies we couldn't get it done for this month's mag, but there's a lot to explain. Best regards

Dick Beaumont

" Hi Kraken

I came into Tuzla Marina last weekend on my friends Beneteau and I've just seen your amazing Kraken 50. She is so beautiful, the best boat I've ever seen. Would it be possible to look on board sometime? Also I love Ocean Sailor Magazine. Regards"

[Tarik - Email](#)

Hi Tarik.

Thanks for your kind comments. Yes, it certainly would be possible. Trystan our Creative Director will email you and arrange a visit and if time permits perhaps we can take you out for a sail? She is due to leave to go to Bodrum for our Kraken Promo Show on the 16th July so anytime before then will be great.

Dick Beaumont

## RE: KRAKEN 50 V2 SOFIA MARIE

" Hi Dick and the Kraken Team

I came to visit your new Kraken 50 last week in Tuzla Marina and I want tell you how impressed I was. Yes, she is the most beautiful sailboat I have ever seen but I could see that is only a part of the attraction for me. The layout and accessibility of a full engine and equipment room is an amazing achievement. I understand blue water sailing and I can see what a tremendous benefit it is for serious sailing. WOW!

The quality of the electric and electronic installation is far better than on any boat I've ever seen and is better than yachts more than twice the K50's size.

Lastly, I simply love the Solent rig. Overall the boat is just amazing and it makes me very proud to know she has been built in Turkey."

[Mehmet Agagil - Facebook](#)

Thanks Mehmet!

Really glad you liked her so much. Su Marine's Turkish craftsmen have done us proud.

Dick Beaumont

## RE: OCEAN SAILOR PODCAST



" Great Podcast again for anyone who wants to go to sea!!! 🙌❤️

[Rene M Tiemessen - Facebook](#)

" Loved the latest podcast, my kids are grown up now but it did take me back to our treasured family sailing days."

[Ianto Bellis - Facebook](#)

## RE: KRAKEN 50

" There is a kraken 50 on a mooring in Sai Kung in Hongkong. I'm always lurking @ it when I pass. BEAUTIFUL! ❤️👍

[Dries\\_schoeters - Instagram](#)

[Sailingmillennialfalcon -](#)

"My Dream boat! 😍"

[Daniel.Olckers -](#)

"She is a beauty!"

[Wellnessonthesea -](#)

"The best boat ever"

# Ahoy!

Please send any questions or comments to [hello@oceansailormagazine.com](mailto:hello@oceansailormagazine.com) and one of the OS team will answer you in this section.

You can also comment on our social media and we'll do our best to reply.



# ON WATCH

MORE FROM **OCEAN SAILOR & KRAKEN YACHTS**

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WHAT'S OUT AND WHAT'S COMING SOON FROM THE WORLD OF  
**OCEAN SAILOR PODCAST & KRAKEN YACHTS**

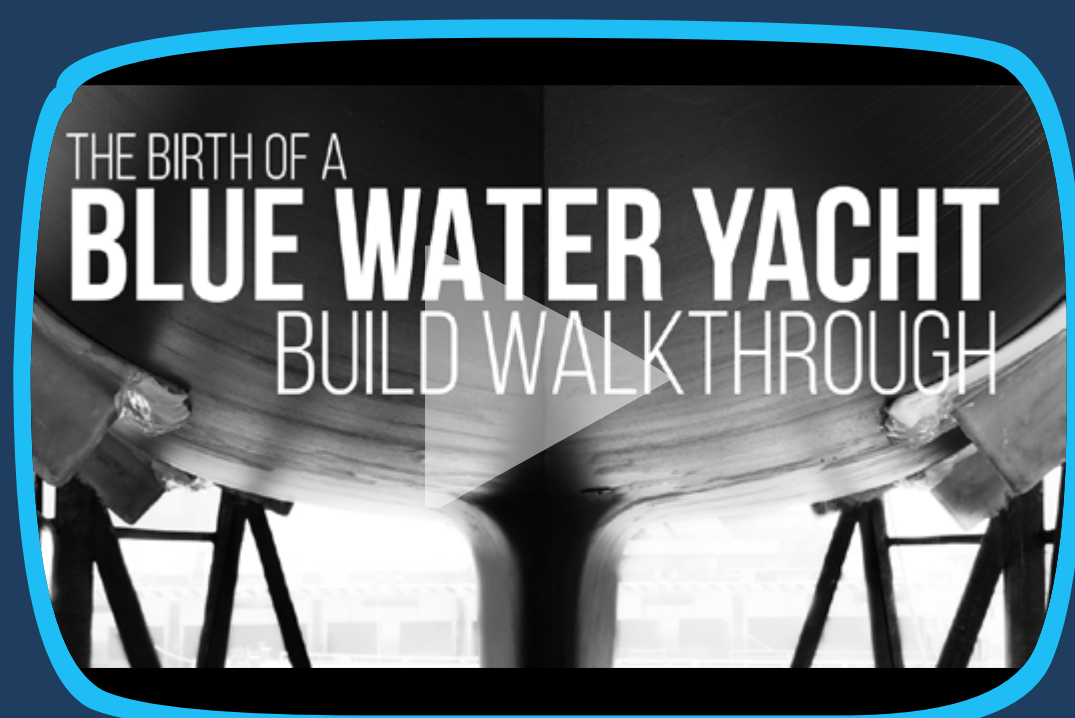
## KRAKEN YACHTS ON YouTube

You can see the final completion and launch videos of the Kraken 50 on our YouTube channel. We will be showing a series of videos covering

the launch and some moments you might have missed during the build. Visit either the Ocean Sailor or Kraken Yachts YouTube channels

to see all elements of the final completion, launch and sea trials of the K50v2 *Sofia Marie*.

## VIDEO RECOMMENDATION: BIRTH OF A BLUE WATER YACHT - BUILD WALKTHROUGH



Join us as we take a walk through the latest Kraken 50 in build. This video is part of the Birth of a Blue Water Yacht series which has been following the build of the Kraken 50 in Ocean Sailor Magazine. Check back regularly to see more content about the build, launch and sea trials.

< [Click the thumbnail to watch now.](#)



**OCEAN SAILOR  
PODCAST CONTINUES  
TO GROW**

The Ocean Sailor podcast wave is now a Tsunami with more than 5,000 listners in just 5 months! Join us now for a life on the ocean airwaves.

We're already on our eighth episode with some great subjects and excellent guests we're sure to grab your attention.

Join the two Dicks and the crew of Totem and hear what inspired a family of five to ditch the rat race and sail off into the sun.

**LATEST EPISODE**

**SCHOOL'S OUT FOREVER  
WITH SV TOTEM - PART 2**



This week the two Dicks are joined by Behan and Jamie Gifford of SV Totem once again and discuss how others have judged their decision to sail around the world with their family. We also talk about the real costs of cruising and how Behan and Jamie can help you take that first step to adventure.

 **LISTEN NOW**

### PREVIOUS EPISODES



#### HIGH NOON ON THE HIGH SEAS - PART 1 & 2

Should you take a gun onboard? We are joined by ocean sailor Rene Tiemessen as we hear about his voyages through 'pirate alley' in the Arabian Sea and the heat goes up as they debate firearms on board yachts, yes or no?



[LISTEN NOW](#)

#### OPERATION OCEAN SHIELD - PART 1 & 2

**Part 1** - In this episode, we are joined by Gerry Northwood OBE who explains how, as Commander of the British Navy anti piracy contingent, they eliminated Somalian piracy in the North Indian Ocean and Arabian Sea.

**Part 2** - We are joined again by Gerry Northwood OBE who details areas to avoid when sailing and what to do if you are captured.



[LISTEN NOW](#)

#### SCHOOL'S OUT FOREVER WITH SV TOTEM

The two Dick's are joined by Behan and Jamie Gifford of SV Totem who circumnavigated with their three children, Niall, Mairen and Siobahn. We discuss the challenges and benefits of homeschooling onboard and how visiting cultures like the people of Papua New Guinea whilst voyaging aboard a yacht, can provide an education no classroom can hope to do.

Stay tuned for episode 8 in June, the second part of our interview with Behan and Jamie Gifford. We find out how they can help you cast off the lines in pursuit of adventure.



[LISTEN NOW](#)

### FOLLOW US ON SOCIAL MEDIA



**KRAKEN YACHTS**



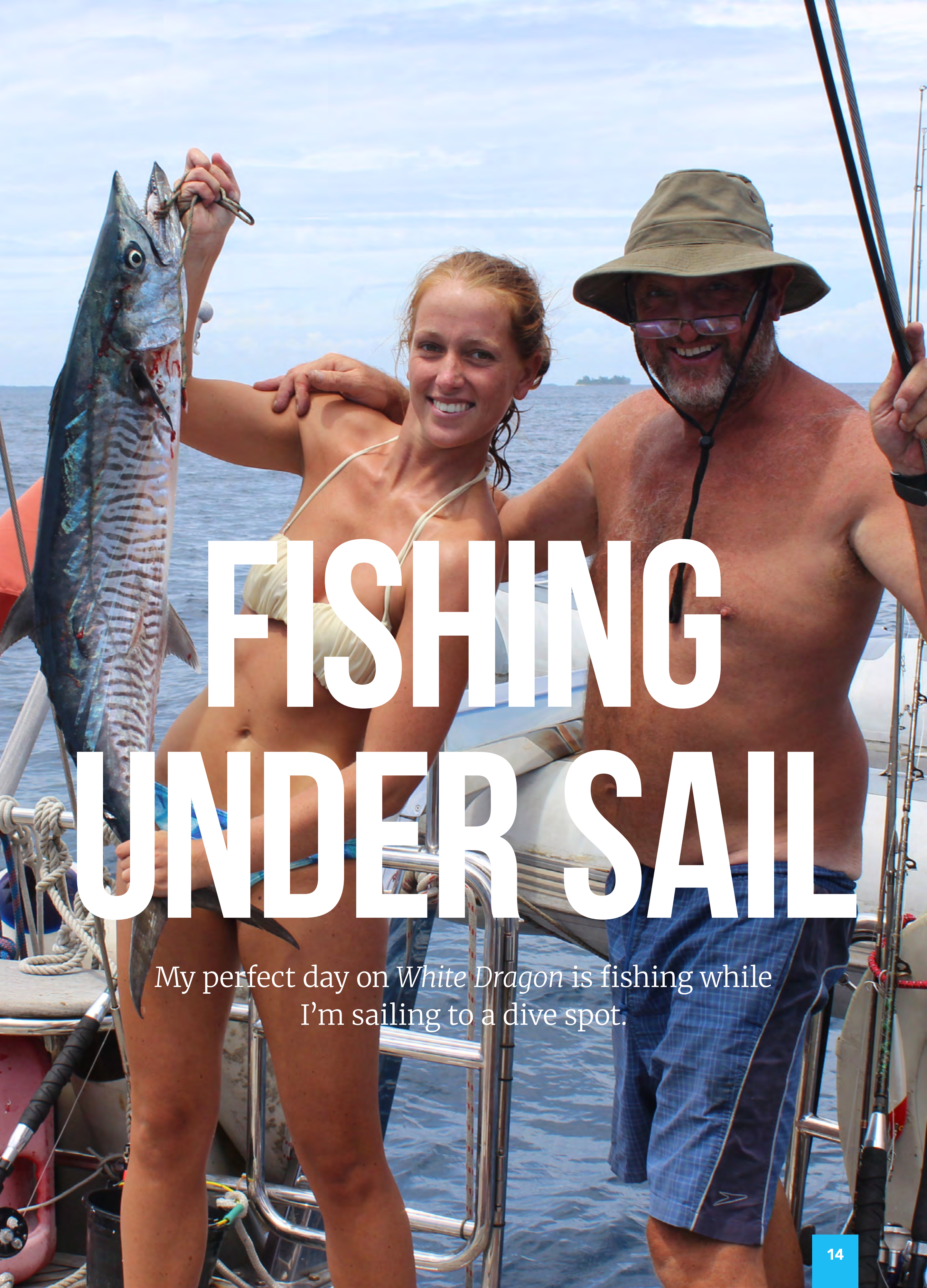
Our social media channels are the best place to find our latest news and find out what's new. With the launch of the latest Kraken 50 imminently, keep checking for the latest updates of her progress.



**OCEAN SAILOR**



The Ocean Sailor social media channels bring you the latest news and articles.



# FISHING UNDER SAIL

My perfect day on *White Dragon* is fishing while I'm sailing to a dive spot.

# FISHING UNDER SAIL

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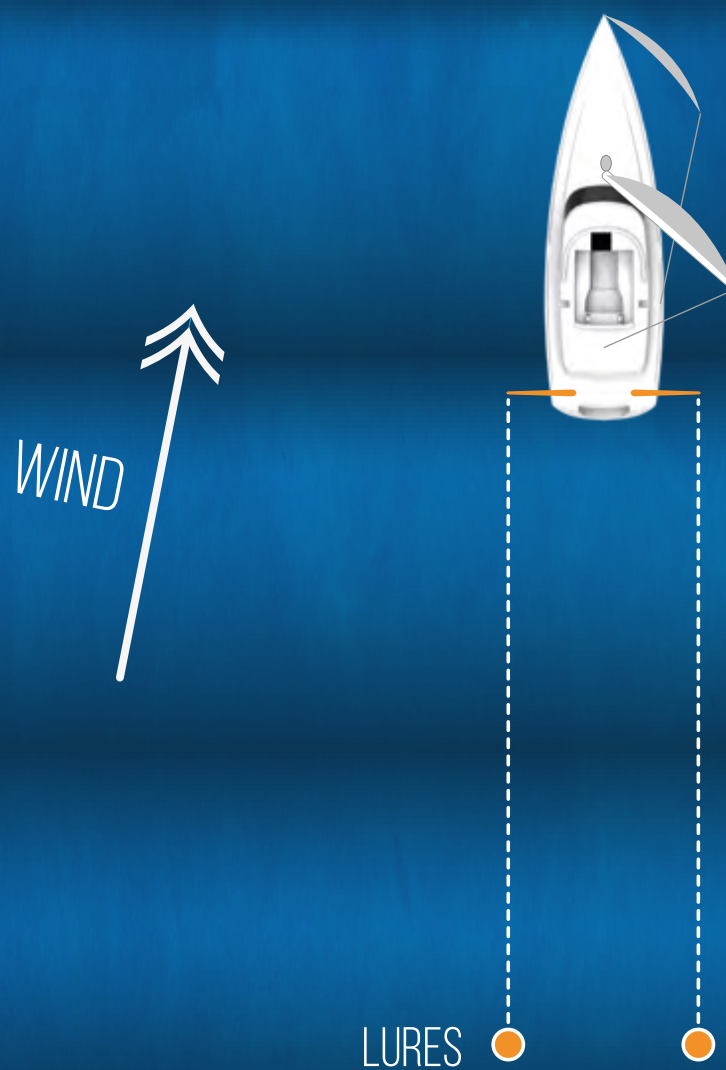
Our crew of three left New Zealand on a three month, 13,000nm mile journey to Hong Kong, with a complement of 6 frozen chickens, 5 kg of steaks, 3 legs of lamb and 24 pork chops in our freezer and the expectation of needing more provisions while on the passage. We arrived in Hong Kong with 4 chickens and nearly all the other frozen meat still in the freezer and without further provisioning, such was the success of our fishing exploits on this passage.

The primary method I use when sailing is trolling with lures while under sail or motor. Although I use powerful carbon fibre rods twinned with heavy-duty game multipliers it is quite effective to clamp a hefty multiplier directly on the pushpit rail and simply crank in the fish. Big fish may shake free or break the line, but if all you want to do is supplement the provisions, you'll still be very likely to have good success. The modus operandi is shown in figs 1-3.



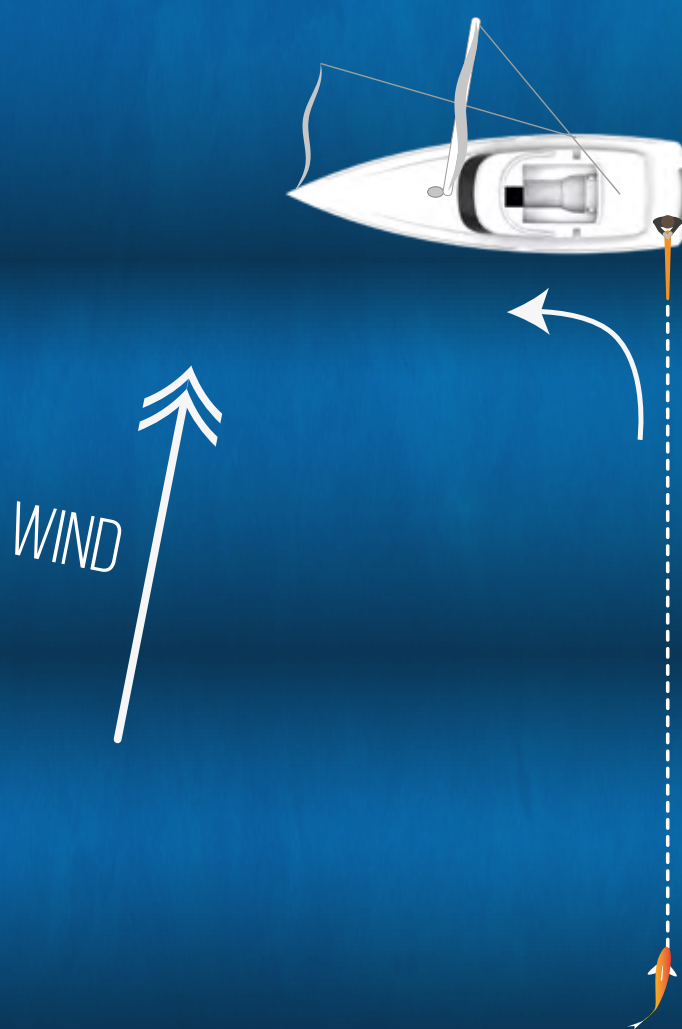
We shared this meal with a shark!

Fig 1



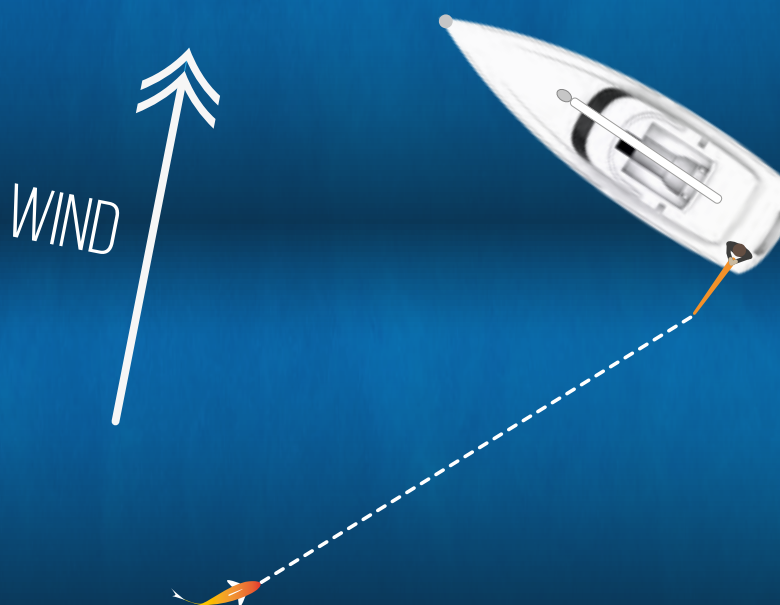
OCEAN SAILOR

Fig 2



OCEAN SAILOR

Fig 3



OCEAN SAILOR

# FISHING UNDER SAIL

# HOW TO FISH UNDER SAIL

The ideal fishing speed is 5-7kts, if you are sailing or motoring faster than that you're likely to rip the hook out of the fish's mouth.

You'll find the best success fishing the lure in the second wave following the yacht, however in long ocean swells this can be quite a distance so make sure you have plenty of line on the reel.

**Fig 1** shows two rods out, but if you're shorthanded, just beginning, or sailing other than on a run or broad reach, you'll be better to use one rod only.

Once the lure is paid out to the required distance behind the yacht set the ratchet of the reel to on and the clutch to stiff, so that the line will pull off but not too easily. When a fish hits the lure the first action must be to slow the yacht down quickly. If you're under sail, ease the sheets and turn to allow the sails to luff. If you're under power, go hard astern and turn the yacht to bring the fish on the beam, then grab the rod and bring the fish in. If you have two rods out try to keep the fish away from the other line.

If there are two or more crew, reel in the other line, furl the sails and start the engine. The helmsman now needs to try and manoeuvre the yacht to keep the fish on the beam on the side the crew member with the rod is standing. The objective here is to keep the fish and line away from the prop and keel, which otherwise will cut the line.

# FISHING UNDER SAIL

This 8 ft Mako took our lure on route to a dive site of Hauraki Bay, New Zealand. A large part of the dive was spent checking behind us for sharks!

## TYPES OF LURES

There are tens of thousands of lures you can use for trolling but the types that are of use for our purposes here can be divided into 3 main groups.



### HARD LURES

**Depth:** Subsurface 2-6m  
**To Catch:** Spanish Mackerel, King Fish, Barracuda, Wahoo and Shark!

Generally, you want to use a lure that doesn't spin if the yacht speeds up, so a small billed straight bodied lure will work best over varying conditions.

The red and white lure shown in fig 5 has always been the most successful for me by far.

I use quite big lures 6"-9" and I always take off the mid-body hook and replace the tail treble hook with a much bigger, stronger single hook. Size 8/0 or bigger according to the size of the lure. It will hold a big fish much better and, if the fish breaks off, it can shed the hook and lure much more easily than a treble hook.

Gold colour lures work well, especially in the early morning and evening. Many of the weird shapes, colours and designs are much more successful in catching anglers than they are fish!



### POPPERS

**Depth:** Surface Action  
**To Catch:** Tuna, Dorado, Wahoo and Marlin

I use these lures a lot because it doesn't matter how fast the yacht is moving. Use relatively small poppers (6"- 8") as bigger ones may be taken by Marlin, and although Marlin are a lot of sport, it's unlikely you'll land one and even then they are likely to be far too big for your freezer.



### MUPPETS

**Depth:** Surface Action  
**To Catch:** Bonito Tuna, Skipjack Tuna, Mackerel

I use small 3"-5" muppets, two or three on a string when we are sailing fast, as they attract the smaller tuna which won't be too challenging to reel in. Smaller fish can be landed without stopping the boat.

These lures will require making up. I suggest you use a single oversize strong hook, size 4/0-6/0.

You can buy luminous muppets that do work well into the night.



# FISHING UNDER SAIL

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## EQUIPMENT



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### LINE

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50–80lb Monofilament will be better than braided lines which have no stretch and tend to pull out if the yacht is going over 6kts.

It's essential to load the reel with at least 200m of line as when a fish takes it, it will take you several minutes to slow the yacht down and grab the rod. A big fish can easily run 50m or more too.



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### REELS

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You need a good strong multiplier 50–80lb class. Shimano Tiagra or the Shimano Tynos for bigger fish. I suggest opting for the two-speed version. Penn Squall is another good choice.



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### EXTRA LONG NOSE PLIARS

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For unhooking big fish without getting too close to the teeth.



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### RODS

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A good strong game fishing rod is essential. 6ft length. 50–80lb class. Something like the Shimano Tiagra TI-80ST or Ultra A is fine. For bigger fish, it's better to have a rod with roller rod rings and a tip ring.



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### REVERSE SHEER TRANSOM

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A reverse sheer transom will enable you to 'land' (or 'boat' in our case) more and bigger fish as it will be a lot easier to gaff fish from the transom than over the rail.



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### GAFF

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Unless you're only going to use small muppets for small tuna you will need a good strong gaff.

# FISHING UNDER SAIL

Barracuda are particularly susceptible to ciguatera toxins so unless its a small one I normally put them back.



## CIGUATERA ( CI-GUA-TERA )

Ciguatera poisoning can cause very serious illness in people that have consumed fish that are carrying the toxin.

The symptoms of Ciguatera poisoning are vomiting, diarrhoea, headaches, sweating, dizziness, loss of consciousness and even death.

It is caused by *Gamabierdiscus Toxicus*, a microscopic marine organism that inhabits some coral reefs at certain times of the

year. It can occur on, or around coral reefs, between the latitudes 35° north and 35° south. Reef fish ingest this dinoflagellate and larger fish that feed on the reef fish will take on the toxin.

It is retained in the body of the fish or mammal permanently and never passes through.

For some mysterious reason, it only affects some reefs in a given area and then again only at some non-forecastable times.

The best source of information will be gained by asking local fishermen who will certainly know which reefs/areas may be affected.

Fortunately, open ocean pelagic fish are not affected but, pelagic fish that have lived and fed on reef fish will sometimes be affected.

Please don't take this as a definitive guide to fishing. All of the above is based on my own experience fishing under sail. Every angler will have a different preference and style as I'm sure you will too once you start catching your own dinner.

**IN THE GALLEY  
WITH DICK BEAUMONT**

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**EASY-PEASY  
QUICK SASHIMI**

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**SASHIMI, YOU EITHER  
LOVE IT OR HATE IT.**

# FROM THE GALLEY

If your primary source of food is provided by your fishing rods you cannot eat better, fresher or more nutritiously than, straight out of the sea, raw, Sashimi.

The best Japanese Sashimi chefs are artists that take the presentation of the fish to a level that most non-Japanese diners cannot perhaps fully appreciate. That said, when you have the very best of fresh Tuna or Dorado to work with, and in a volume that is ten times greater than one would normally be able to afford, you're already 90% there.

It's quick and easy to prepare sashimi that's to die for. It is the finest fish that money can't actually buy since no fish you need to buy can ever be this fresh.

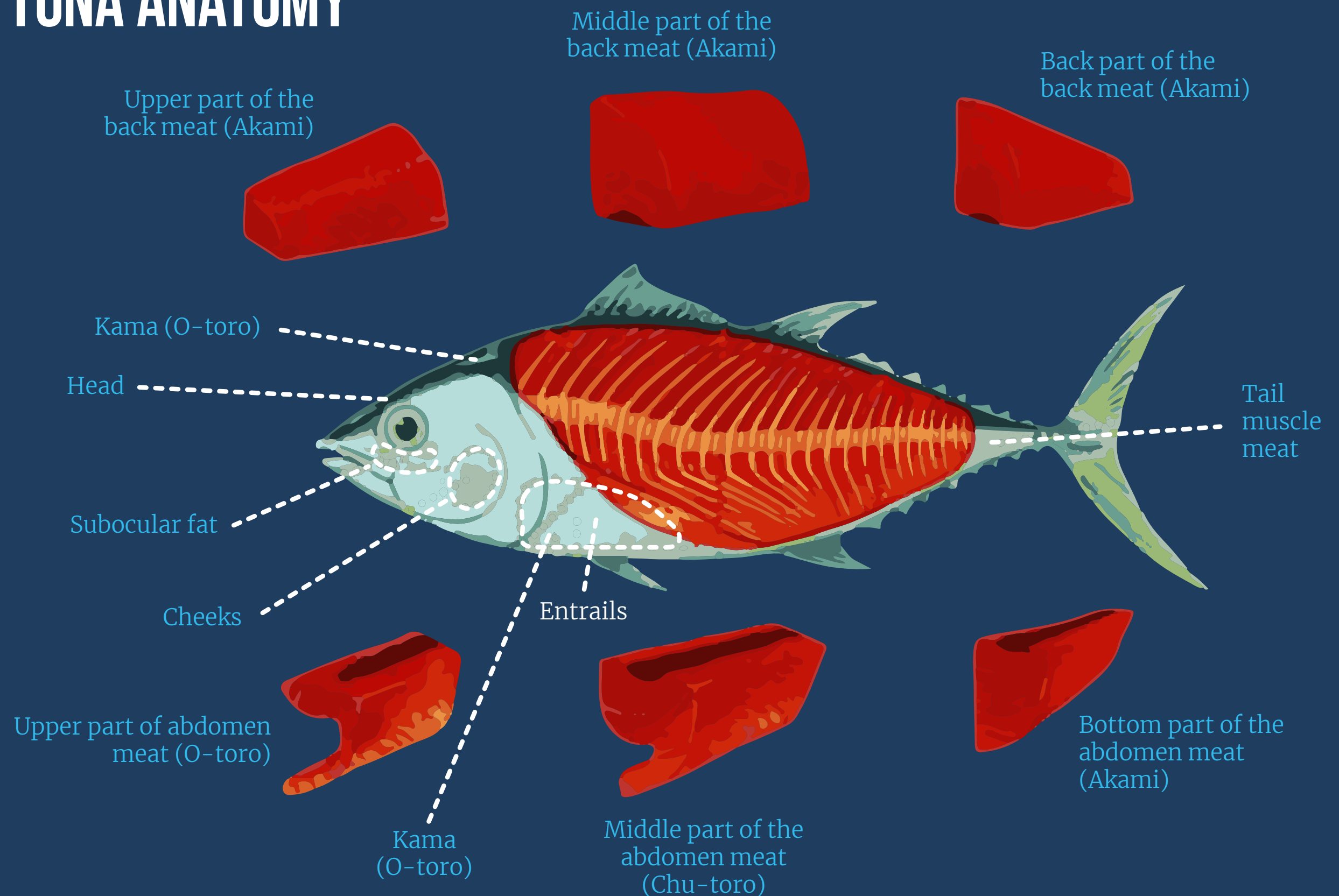
Immediately after the fish is caught it should be bled by cutting it behind the pectoral fins to reduce the blood in the flesh.

Before you start, you need a very sharp filleting knife that is sharpened and honed such that it will cut silk. The best are Japanese.

Since the fish is so fresh it can be filleted leaving the guts in, which is easier.



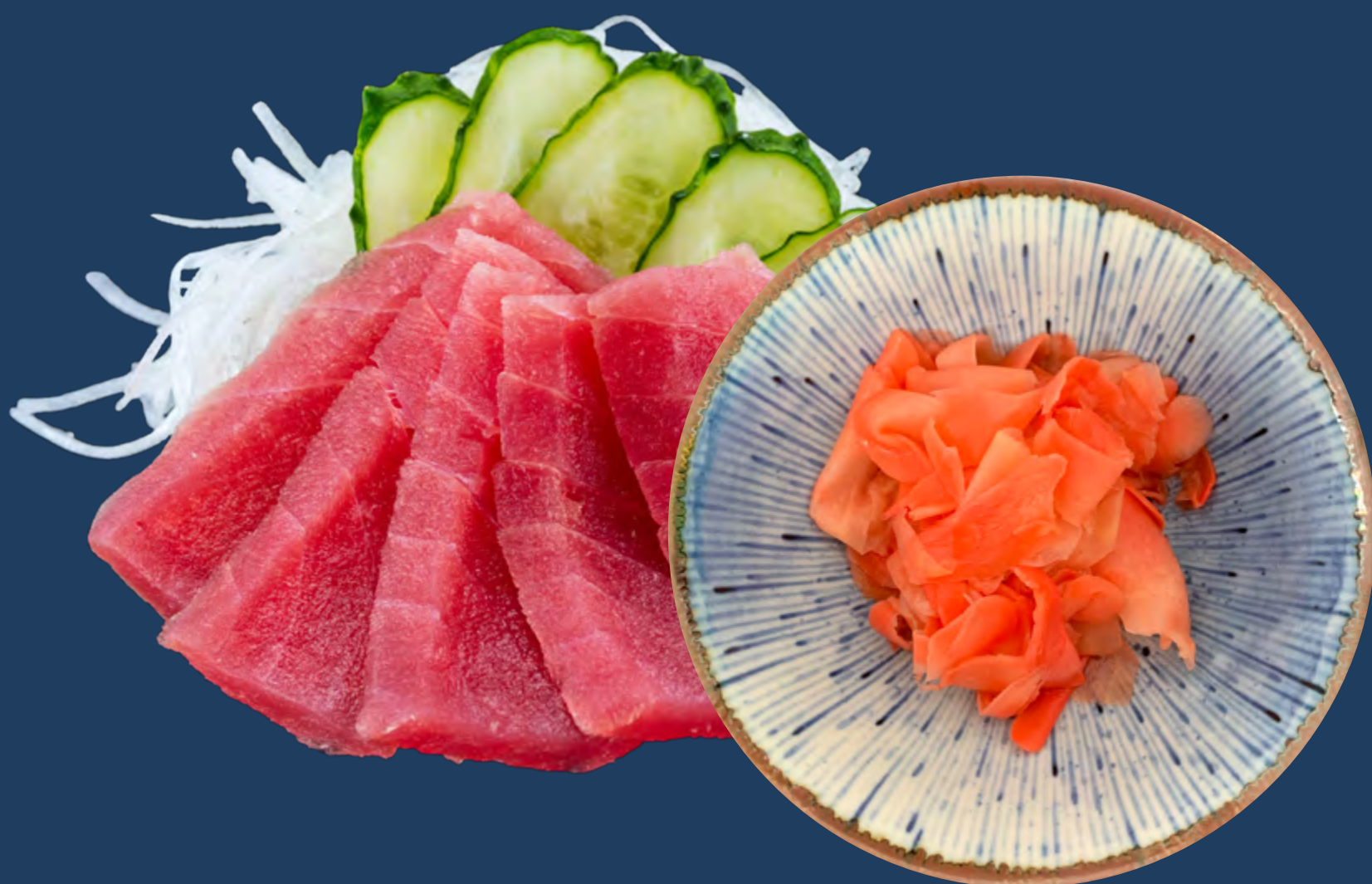
## TUNA ANATOMY



Once you've taken off the fillets, as shown above, fillet out the dark red meat, this is bitter and will spoil the flavour of the fillets if left in. Once the fillets are taken off I prefer to wrap it in film or greaseproof paper and put in the freezer to chill it down for max 30 mins, but It must not freeze at all.

# FROM THE GALLEY

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Because it is so expensive, Sashimi is often presented very thinly cut, but I prefer it in small slabs 3 - 4 cm x 2 - 3 cm and 5 mm thick.

In my mind, Sashimi must have two accompanying side dishes:

1. A healthy portion of Wasabi/Soy Sauce (recipe below)
2. A generous helping of pink sliced pickled ginger.



## RECIPE: WASABI/SOY SAUCE

There are many variations of this sauce, you can include sesame seeds and squeezed orange:

- 4 x tablespoons light soy sauce
- 1 x teaspoon Wasabi paste
- 1 x teaspoon finely grated fresh ginger
- 1/2 squeezed lemon or lime

SERVE WITH STEAMED RICE AND SAKE,  
HOT OR COLD AS YOU PREFER.



# GIPSY MOTH IV: A DUD OR A CLASSIC?

As watch leader aboard the world's most famous yacht, for two legs of her second circumnavigation, Dick Durham ponders the question: **Did Chichester circumnavigate in spite of his yacht?**



# SAILORS' STORIES



Before we'd cleared the Strait of Gibraltar, night had fallen and the wind had risen: 40 knots of apparent, bang on the nose. The pencil-slim hull of *Gipsy Moth IV*, the 54ft ketch Francis Chichester had earned himself a knighthood in, went over on her ear and as I eased the mainsheet, the boom end dragged through the rough sea. Skipper Steve Rouse and mate Antonia Nicholson hurried forward and started clawing to get the mainsail down. The pitifully arcane roller-reefing system had taken an

age to get sail off her, so they decided to drop the sail completely and rig up a jury slab-reefing system instead. We had to try to do all this while trying to navigate through the treacherous shipping lanes of the Gibraltar Straights. Having stowed the mainsail on deck, we ran off under headsails alone to the north, which of course was the wrong way.

On my watch that night, Myles Grant-Butler, a Dulwich College scholar and

Yorkshire catering student Martin Dalby, were violently sea-sick. The third, Rahim Kherag, another Dulwich College schoolboy, was dealing admirably with his first-ever sail, even though he wrote in his log: 'I spent much of the night on deck terrified, holding on for my life, cold, wet and scared sick, as Steve and Antonia fought with the sails and Dick wrestled with the tiller....I felt helpless before nature...the sea can be kind but also evil. It is a night I will remember for a long time.'



Left Steve Rouse, Center Antonia Nicholson and Dick Durham in the Right Foreground

# SAILORS' STORIES



Credit: Graham Snook

On hearing of our wild night, the owners of *Gipsy Moth IV*, the United Kingdom Sailing Academy (UKSA) told us we should have left the satellite-linked video system running so our misery could be shared with others!

It was a view that skipper Rouse, a former company sergeant major with the Royal Anglian Regiment, who'd served tours in Northern Ireland, had an opinion about, but one which is not possible to publish in a family magazine.

Steve had already told me what he thought about *Gipsy Moth's* directional stability:

'She's like trying to steer a supermarket trolley on ice'.

My view is that with a reefing system that worked, a hull that had a greater beam, and perhaps a heavier keel, 40 knots, even on the nose, should have been manageable for an ocean-going boat in excess of 50ft LOA.

So, what was I doing on *Gipsy Moth IV*, 14 years ago? Well, I was then features editor of *Yachting Monthly*, the magazine whose editor, Paul Gelder, had decided to rescue the yacht from her sarcophagus at Greenwich. She had been entombed, rotting

away ever since Sir Francis Chichester had dispensed with her having sailed solo, with one-stop, around the world in 1966-67.

Paul's vision was to get the yacht restored, re-built and get her to make a second circumnavigation – albeit not via the Five Capes as Chichester had done, but through the less demanding cruising routes, and back to Plymouth to mark both the 40th anniversary of Chichester's voyage, and the centenary of *Yachting Monthly*.



Dick Durham at the helm

# SAILORS' STORIES



Credit: Gipsy Moth Trust

It cost £1 million pounds to get her back into a seaworthy condition and the project was backed by the late Prince Philip, Princess Anne, Dame Ellen MacArthur, Sir Robin Knox-Johnston, and Sir Chay Blyth. The marine industry swung into action supplying kit and the boat's original builders, Camper & Nicholson, rebuilt her rotten hull at their Gosport yard.

Among all the fuss and bother, the down to earth and likeable Murlo Primrose, widow of Angus Primrose, one of the two naval architects who drew up the plans of *Gipsy Moth IV* (the other being John Illingworth), told me that Chichester was not at all happy with the cold-moulded plywood boat. 'He

blamed Illingworth all the way to Sydney and Primrose all the way back,' she told me with a wicked smile.

Certainly, in his book *Gipsy Moth Circles The World* (Hodder & Stoughton 1967), Chichester complains endlessly about his boat. That she was '...horribly tender, lying over to a light breeze,' 'greatly under canvassed in light airs,' and 'in a gale all the ordinary sail has to be stripped off to make way for storm sails.'

Not only that but her decks leaked, she was uncomfortable below, and her self-steering required a 'monkey to steer her when she was at a 35-degree angle and an

elephant to take the helm when it became uncontrollable in a squall'

Once he arrived in Sydney, Chichester had the keel deepened, ordered quadrant to be fitted to staunch the deck leaks and had his Lewmar winches – which had regularly jammed – swapped for Barlow equivalents. He also had his self-steering gear rebuilt, and changed her rigging leads as he had found her difficult to balance.

On his way home he suffered a capsizing in the Tasman Sea, after which the forehatch failed to close properly upon righting and water flooded below.



Credit: Gipsy Moth Trust

# SAILORS' STORIES

Three days out from Tenerife in an ugly cross sea and 40 knots of wind, again, we found the mainsail and large jib was overpowering the narrow hull. We reduced sail to staysail alone and tried to re-set the mizzen which should have provided a balanced heavy weather sail plan. Instead, it caused her to stall, and we rolled, rolled, rolled. The locker doors opened as she rolled to port then shut again as she rolled to starboard.

When Antonia started supper she opened a locker, one that hadn't already opened itself, and was showered with jars, bottles and tubs and narrowly missed being concussed by a large jar of Marmite.

We could have cooked dinner on the heat from Steve's language! But instead, we were left with the ancient Primus stove which was like trying to boil an egg with napalm.

A day and a night out from Tenerife, I was off watch in Chichester's quarter berth when the boat was pooped; the cockpit filled with saltwater, level with the benches, and slopped over the washboards and baptised my head.



The crew huddled in the cockpit during heavy seas



Captain Steve Rouse

# SAILORS' STORIES

Cutty Sark and Gipsy Moth IV  
in Greenwich



Chichester was heavily criticised for bad-mouthing his boat and so was obliged to say something about her which was positive. He compared her to Lisette, a mare ridden by Napoleon's ADC, notorious for being hard to control but whose speed saved his life: 'I admire Lisette immensely, but I do not think I could have been fond of her'. I was glad I only had to suffer 740 miles offshore rather than the 29,630 that Chichester put up with.

During her second circumnavigation, she clocked up 28,264 miles with a 610-day voyage with 10 skippers, 19 mates, 32 watch leaders and 96 crew of youngsters which included drug addicts doing cold-turkey, ex-cons, and those recovering from serious illness. *Gipsy Moth IV* was a sort of Noah's Ark of social justice.

As she neared the end of her globe-circling passage, I joined *Gipsy Moth* again, this time

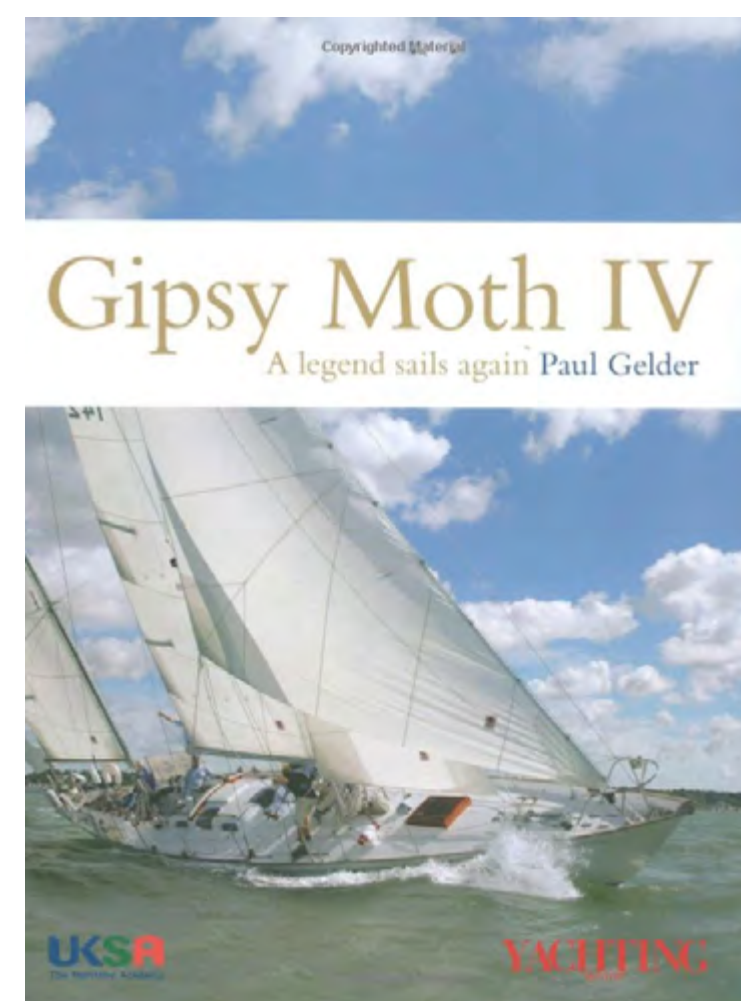
in the Suez and transited the canal aboard her. I can't say I was unhappy to transfer to another yacht once we were in the Mediterranean.

As Paul summarised in his book *Gipsy Moth IV, A Legend Sails Again* (Wiley Nautical 2007), the boat was:

- \*Shipwrecked in the South Sea
- \*Burned from an onboard fire
- \*Battered by a 50-knot storm

And all that was with 10 skippers, not just one.

*Gipsy Moth IV* is a historical icon and as such was worth restoring. But in my opinion, of the two most famous craft ever to become static exhibits at Greenwich, it is *Cutty Sark* that should have been sailed around the world again and *Gipsy Moth IV* which should have remained dry-docked.



# THE OCEAN SAILOR SPLICE OF THE MONTH

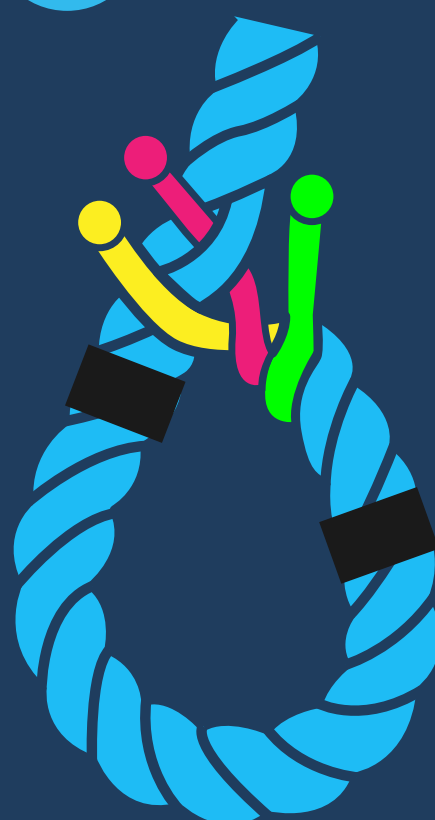
## EYE SPLICE

1. Make a generous loop in the rope you will use, size according to purpose.
2. Use electrical tape to create two bands around the rope to stop it unravelling more than you require.
3. It's all about starting right, if it looks untidy and not uniform it's wrong. No two strands should be passing under the same twist.
4. The strands can be gradually thinned so the splice tapers out, but as long as the splice has three passes under and over it will never come undone under any load.
5. It's common to use cored rope rather than basic three ply rope for mooring lines these days, but three ply can be shortened and re spiced much more easily than than cored rope and if, as is common with mooring lines, they get damaged most, of the rope length is still usable.

1



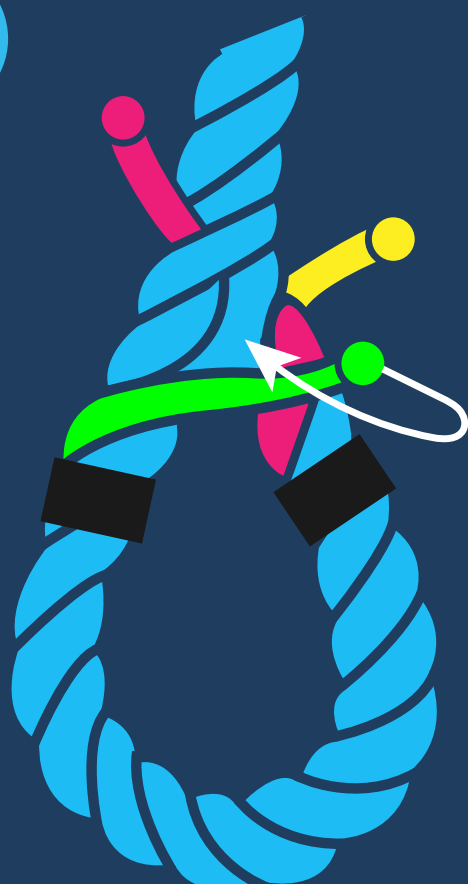
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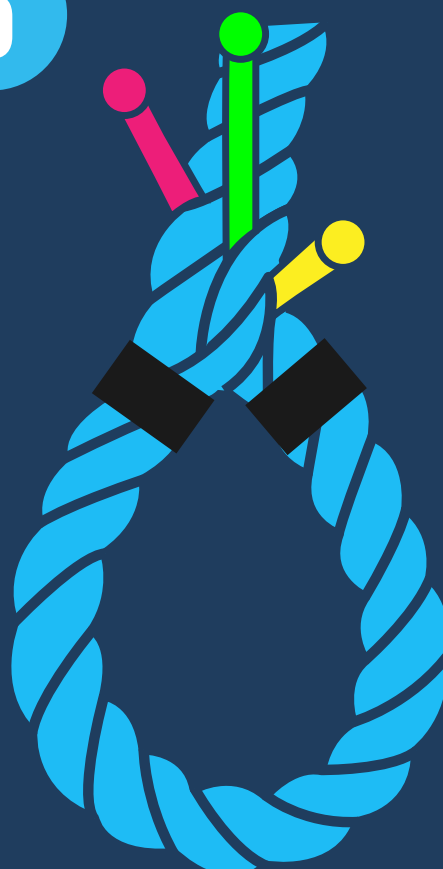
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4



5



6



# FROM SHIP TO SHORE

Everything you need to know about tenders

By Dick Durham

## TECHNICAL & EQUIPMENT

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Most cruising sailors agonise over the boat of their dreams without giving the same consideration to the dinghy. In part, this has evolved due to growth of the ubiquitous marina. Today, in some yachtsman's minds, there is no need to have a tender because you will simply moor up to a pontoon and walk ashore.

For serious ocean sailors, anchorages are the best way of experiencing this blue water planet, and in an anchorage, you are going to need the means to get ashore.



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### RIGID TENDERS

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There are many types of rigid tender, made of all kinds of material. Solid wood is heavy and requires continual maintenance, plywood and GRP are lighter but not strong enough to withstand rough handling on rocky shorelines. Aluminium, again, is heavy and expensive.

The one common advantage these all share is they can be either rowed or sculled and therefore no outboard engine is necessary. However, no one is likely to want to row more than half a mile or so, and with sailing tenders there is the bother of mast, boom, rig, rudder and sails to stow away, which leaves us with the fold-away dinghy or the inflatable.



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### INFLATABLE DINGHIES

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Just as we rely on the wind to propel the mothership, so we rely on air to bring the inflatable dinghy to life. The straightforward, simple and cheap tubular fabric hulls with PVC bottoms were the first to arrive and, while easy to stow, were a poor tool: too floppy to handle a decent outboard and, when towed, they act as a suction pad. I remember my 30ft Alan Buchanan Yeoman Junior, *Powder Monkey*, being overtaken in Holland's IJsselmeer by a much smaller yacht until I hauled my Avon aboard and our positions were reversed.

Later, these basic inflatables were improved with rigid transoms to take the outboard and slatted floors and inflatable keels, but in doing so became heavier and hard to 'pack away'.



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### FOLDING DINGHIES

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All manner of folding dinghies have been invented over the decades, and gone the way of the Dodo... the canvas folding dinghy, the PVC folding dinghy, the nesting dinghy... to name but a few of the Heath Robinson methods of getting to that inviting taverna ashore.

## TECHNICAL & EQUIPMENT

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### RIGID INFLATABLE

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The evolutionary process has continued with the tender and the RIB (Rigid Inflatable Boat) is the result: a dinghy that incorporates the best rigid and inflatable characteristics and therefore has become standard for most ocean-going cruising yachts. Proper hull-shaped V bottoms for strength, directional stability and stiffness, combined with inflatable topsides to give form stability, buoyancy, and reduce weight. However, they do wear, both from abrasion and UV rays and even with a boat made from the superior Hypalon fabric you can expect to replace them after 10 or 12 years.



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### ALUMINIUM

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A step up in durability is an aluminium tender which also has the added benefit of low maintenance. Found more frequently in Australia and New Zealand, these tenders are a great option for world cruisers who want a low maintenance option. A little heavier than its Hypalon counterpart and a touch more expensive too but certainly a great option for the right boat.



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### CARBON FIBRE

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The new kid on the block but inevitable with the reducing costs and increased use of composites these days. A best of both worlds tender with the rigidity and strength of an aluminium tender but a very low weight. As with aluminum, these tenders require very little maintenance. The square hulls offer a stable platform to step on when getting in and out. The only real drawback is the price which is obviously high. For the cruiser where money is not an issue, there is certainly no better option on the market.

# TO TOW OR STOW?



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# TOWING

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In a sheltered anchorage, when moving short distances, towing your RIB is an acceptable practice. And there are times when on a coastal hop that towing the dinghy is still an option. It is best in the latter case if the outboard engine is removed beforehand because if conditions suddenly deteriorate, the last thing you want is an inflatable that capsizes wrecking the engine.

With the engine removed and in open water, two painters should be made fast low down onto the stainless steel eye in the RIB's stem. Then each painter is led to both quarters of the mothership at equal lengths. Keep the painters short when manoeuvring in close waters to avoid the bights dropping below the hull and wrapping around the prop.

Once you are underway, stream them aft for at least the length of the RIB itself, keeping the RIB clear of the mothership's wake and giving it a chance to find its own directional stability.

That is, however, practically the only time you will not haul it clear of the water and stow it aboard. Towing in a heavy sea is dangerous as tenders can be swamped, or can rear up on the following sea and impact the mothership. If you find yourself in this

situation – and assuming you are able to – put something heavyweight in the stern of the RIB as this will help 'drogue' it clear of your stern.

I once helped deliver a 31ft classic gaffer, *Nightfall*, from the Isle of Wight to the Thames and overruled an older more experienced member of the crew about whether or not to tow a 12ft clinker skiff. Unfortunately, the owner didn't listen to me, and off Selsey Bill in heavy seas, the tender caught us up and smashed a hole in one bow on *Nightfall's* quarter, then repeated the act of self-destruction on the other. With water leaping in and out of her as the painters snagged, we cast it adrift. It was never found.



Davits holding a RIB on the Kraken 66, White Dragon



# STOWING

On smaller boats getting the tender onboard is problematic. I have had inflatables, half-deflated and lashed on the foredeck, I have had rigids cocked up half on and half off the coach-roof. The greatest option by far was the side-fitted davits we used aboard *Cambria*, the 92ft Thames sailing barge on which I served as mate for 14 months. In those davits we carried a 14ft clinker skiff, even lowering the aft end to catch extra breeze when sailing downwind!

Davits have been around a long time even for yachts, but only for use on large yachts. The doyen of early 20th century cruising yachtsmen, Claud Worth, wrote in his classic tome *Yacht Cruising*, first published in 1910 and re-issued up until the 1930s: 'Only quite a large yacht can safely carry her boat in davits at sea.'

And such thinking has not changed. US yachting expert and writer for *Sail* magazine, Charlie Doane, penned in his

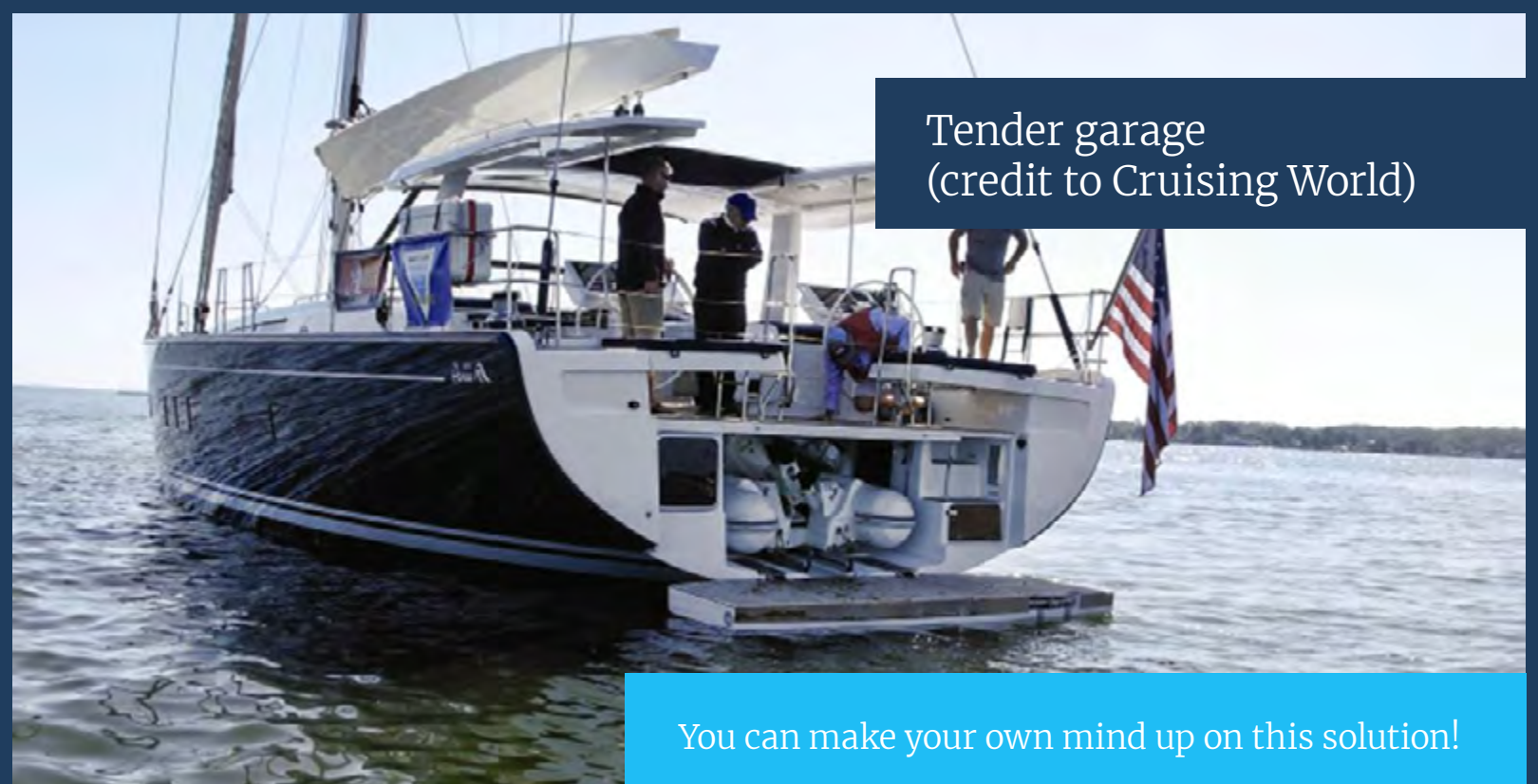
classic *The Modern Cruising Sailboat*, first published in 2010: 'The most convenient method is to carry the tender in stern davits.'

There is a danger that Davits that carry the dingy horizontally can hold down the stern if they are filled by a wave, but the Kraken designed davits carry the dingy at 30 deg angle which both protects it from filling and allows water to drain out without filling the RIB.

The other option is to stow the tender in a 'garage', but to compromise a yacht's hull

with transom 'doors' can result in being at an even greater risk to damage from pooping seas, not to mention the loss of internal accommodation such construction entails. Stowing a dingy into a dingy garage in an anchorage with any wave motion can be a real challenge too.

One final point on davits vs garage is that in the catastrophic event of the mothership sinking I would rather take to a RIB than a life-raft any day, or even a RIB with life-raft attached. But with your RIB stowed away in the garage, there remains only the life-raft option.



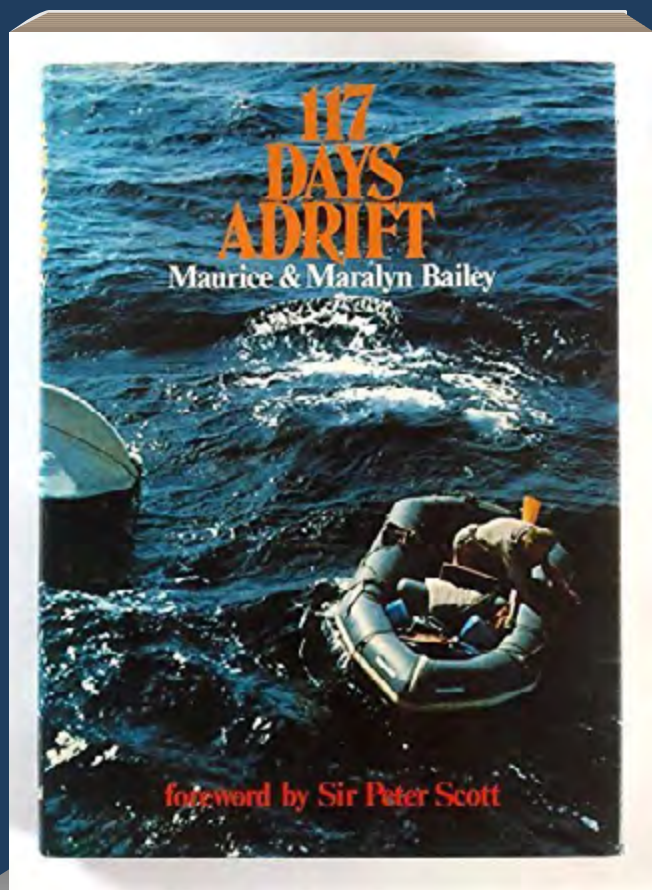
Tender garage (credit to Cruising World)

You can make your own mind up on this solution!

**NEXT MONTH:** A REVIEW OF THE BRANDS AVAILABLE AS TENDERS.

# MARINER'S LIBRARY

This month's recommended reading from the Editor



## 117 DAYS ADRIFT

By Maurice and  
Maralyn Bailey

Published by Nautical  
Publishing, 1974

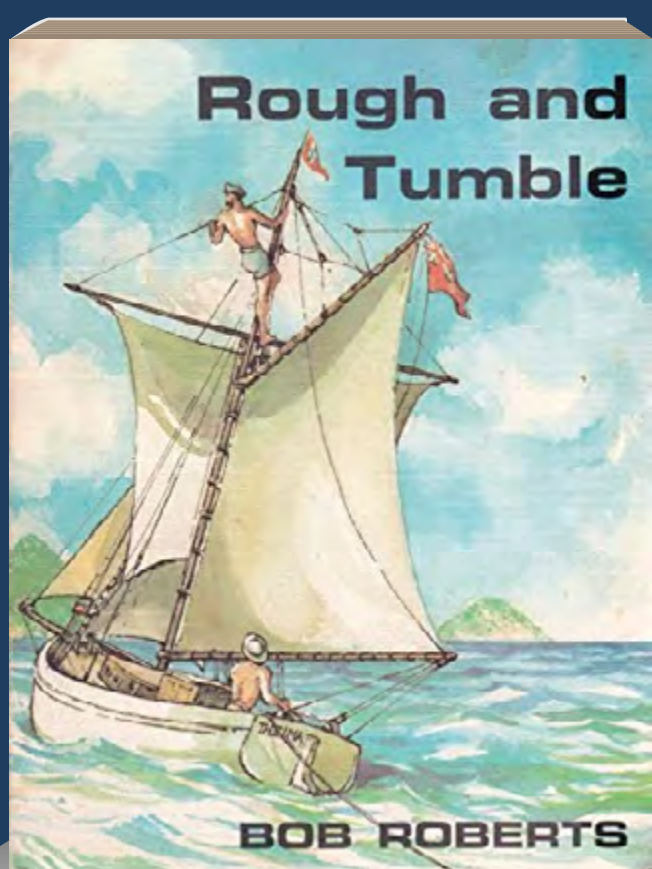
A couple from Derby, in the hinterland of England, Maurice and Maralyn Bailey had a dream, to leave their humdrum 9 to 5 lives and sail across the Pacific Ocean. They gave up their jobs, sold their house and bought a Maurice Griffiths-designed 31ft Golden

Hind bilge keeler, christened with the merger of their names, Auralyn.

In June 1972 they set off from the Hamble on England's South Coast and crossed the Atlantic. They arrived in the Pacific via the Caribbean and the Panama Canal. Six days out from the canal their plywood boat was hit by a sperm whale which injured itself from the impact so badly that Maralyn watched in horror as the beast thrashed around in its own blood.

As their boat started to sink they filled their inflatable dinghy with stores and lived aboard the liferaft. There began a nightmarish journey adrift of capsizing, storm and near starvation until they were picked up by a Korean tuna fishing boat.

Their story is gripping and their ordeal still stands as a record in the annals of survival.



## ROUGH AND TUMBLE

By A. W. Roberts

Published by Sampson Low,  
1936

In April 1933 Bob Roberts and Arthur 'Bully' Bull set sail in Thelma, an engineless 27ft gaff cutter, from Erith on the River Thames bound for Darwin, Australia.

Bob and Arthur had resigned from their jobs as, respectively, a Daily Mail newspaperman and a Metropolitan police officer for their epic voyage.

Sadly, after many escapades, the passage was cut short on Cocos Island off Costa Rica, where they arrived almost two months after transiting the Panama Canal.

Like many before and after them, the pair had been lured to Cocos with irresistible stories of buried treasure and with the face-keeping excuse of potting fresh water.

While away digging for the lost gold and silver of Lima, Peru, the anchor chain of Thelma, parted and they later found her on the rocks of Chatham Bay.

This is an adventure story of penniless youth, on a circumnavigation complemented by dreams of making a fortune and the grit and determination required in preparing and sailing an unsponsored small boat towards both goals.

TRAVEL & DISCOVERY

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# FIGHTING FIT FIJI

Come cyclone or Covid the conch shell still  
trumpets, as Dick Durham discovers.

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BY **DICK DURHAM**

## TRAVEL & DISCOVERY



When the first deluge slashed into the rain forests high in the mountains of Fiji everyone knew this was different. Prime Minister, Frank Bainimarama, said: "This is not normal. This is a climate emergency." Thanks to his warning when Cyclone Yasa swirled in, only five people lost their lives. A further 23,000 took refuge in evacuation centres. One of them was yachtsman

Graeme 'Ding' Wilding who, locked into an underground bunker, heard the fourth worst storm in Pacific history as no more than a muffled whisper.

After two days he emerged to discover islanders counting the US \$ 247 million cost of over 2,000 destroyed homes, of more than 70 roads cut off by fallen trees,

powerlines, landslides and floods and of a further 6,000 buildings severely damaged.

With some trepidation, he made his way down to Savusavu Bay where the 64-year-old former Lloyd's ship surveyor had left *Chiquita*, his Sweden 50 moored in a hurricane hole.



Savusava Bay

Ding's yacht *Chiquita*



The two one-inch diameter mooring warps, one over each bow had held firm in the 150-knot winds and 10-metre seas which had swept through the bay and had left the boat virtually untouched.

"Some paint had flaked off the mast, but she is 18 years old," said Ding, phlegmatically. Then he went below. It was as though DEA officers had combed through his accommodation looking for evidence of dope peddling. Papers were strewn everywhere.

"Although I had removed the dorado vents, I had left the mushroom vents open," said

Ding, "but to my relief I quickly realised the carnage was purely superficial."

I'm speaking to Ding via mobile phone just 30 minutes before he is due to get his second Oxford Astra-Zeneca Covid-19 vaccination. A dive boat will take him from his anchorage in Viani Bay to one of the vaccination centres on the island which has received 50,000 doses.

"The Fijians are very relaxed about Covid-19," he said, unlike New Zealand where Ding has six-monthly renewable residential status, where "they wouldn't let me back in because of fears of Covid." Yet

news reached him that other yachtsmen had been told they would be admitted if they guaranteed to spend NZ\$ 50,000 (£25,000) at the local marinas!

"Here in Fiji, they are much more sensible and not as cynical. They have instituted a quarantine anchorage at two ports." The area is called the Blue Lane and, unlike many of the Covid-19 measures instituted in more metropolitan parts of the world, it is simple to understand, works in practice and is humane.

'Ding' relaxing in a beautiful anchorage



## *Chiquita* under sail



The Fijian authorities guide all yachts to the anchorages where they undergo 14-day isolation, but that period *includes the passage to Fiji*. After that, visiting yachtsmen undergo a swab test and, if clear of infection, they are allowed ashore.

“It makes such sense because yachtsmen are the last people to have Covid unlike passengers arriving by air,” said Ding who grew up on the shores of the Dee Estuary in West Kirby on Cheshire’s Wirral Peninsula, UK.

The reef-strewn shallows of the Fijian archipelago require the sort of attention Ding was used to applying as a child racing Cadet dinghies on a marine lake which was either 200m or 400m wide depending on the state of the tide.

He bought *Chiquita* in Italy, sailed across the Atlantic and had two seasons in the Caribbean before transiting the Panama Canal. He spent five years making his way to New Zealand where his partner in the boat sold out his half in order to marry a girl who had joined the crew en route.

“I’m still in the market for a mermaid,” Ding says wistfully.

In his cruising around the Pacific, Ding has visited many places including French Polynesia, Hawaii, Micronesia and New Zealand, many times. But one of his favourite locations is Fiji.

“I class it as Second World,” he said, “because you can have a first-class time in the highly civilised parts of the country, or you can enjoy village life.”

With pure white beaches beneath teetering rainforest-covered mountains, Fiji is breathtakingly beautiful and completely unspoilt.

When *Chiquita* anchors off some tiny hamlet, Ding takes the RIB ashore to meet the local chief. Here he takes part in the rural-wide ritual of drinking kava, a kind of ginger root once upon a time chewed into mash by local girls and spat into a beaker, but nowadays liquidised via a pestle and mortar. The idea is that the visitor supplies the kava root and the chief orders its refining, both then share the greyish liquid and the visitor is bequeathed the patronage of the chief. This amounts to his protection, the freedom to roam, and also the freedom to fish.





Fiji Independence Day celebrations

“You wouldn’t go into a farmer’s field in England and pull up his carrots without permission,” explained Ding. British colonialism gets bad press these days, but Fiji gained its independence 50 years ago and few can remember what life was like as a Crown Colony of the UK. This is, sadly, because life expectancy in Fiji is short due to the preponderance of roots in the native diet. “It’s full of tallow,” said Ding, which often results in arterial blockage. But

English is spoken widely, children still wear school uniforms and single-decker buses are still a main form of transportation. “It’s like the 1960s of my youth,” said Ding.

Since becoming the sole owner of *Chiquita*, Ding has signed up backpackers as crew. They can be found all over the West and South Pacific. “They advertise in laundrettes as being capable cooks,” he said, “they can’t sail, but they are all

intelligent students in their 20s on their travels and can all understand AIS. I tell them if you see a light, call me. And they do.”

Ding asks for a contribution to victualling but doesn’t charge them.

“I don’t want to get involved in any litigation or insurance claims,” he said sagely.



ANCHORAGE FEATURE

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# DROPPING ANCHOR

READERS' FAVOURITE  
ANCHORAGES OF THE WORLD

Showcasing *your* favourite anchorages.



# PORTH CONGER

FROM KRAKEN YACHTS' CREATIVE DIRECTOR **TRYSTAN GRACE**



**LOCATION** Porth Conger, St. Agnes, Isles of Scilly, UK

**COORDINATES** 49°53.79'N 6°20.36'W

**SEABED** Good holding in sand

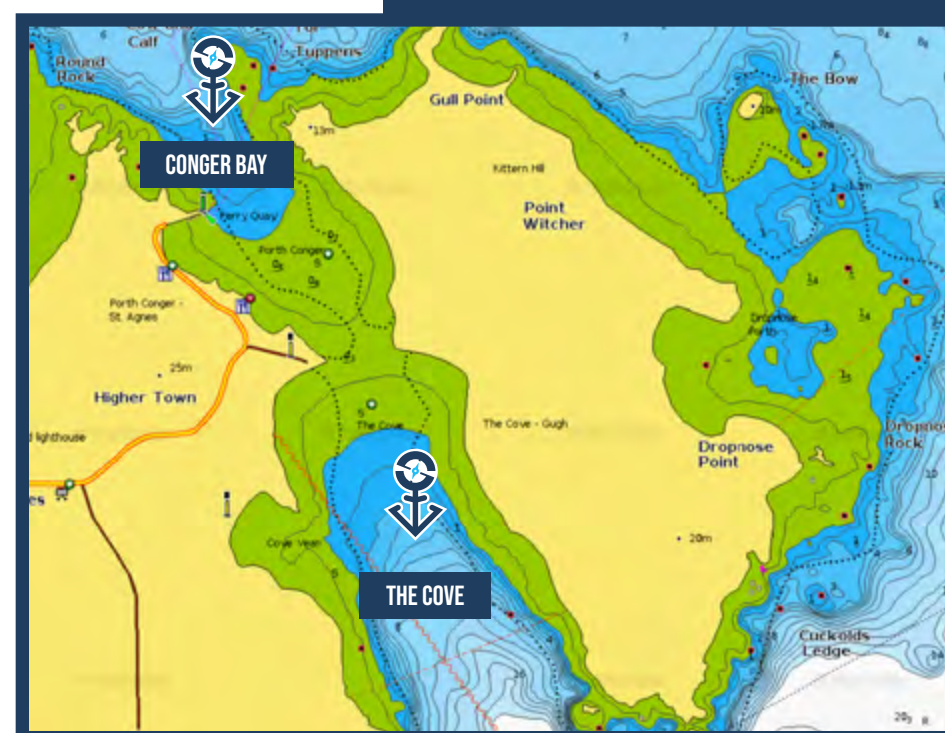
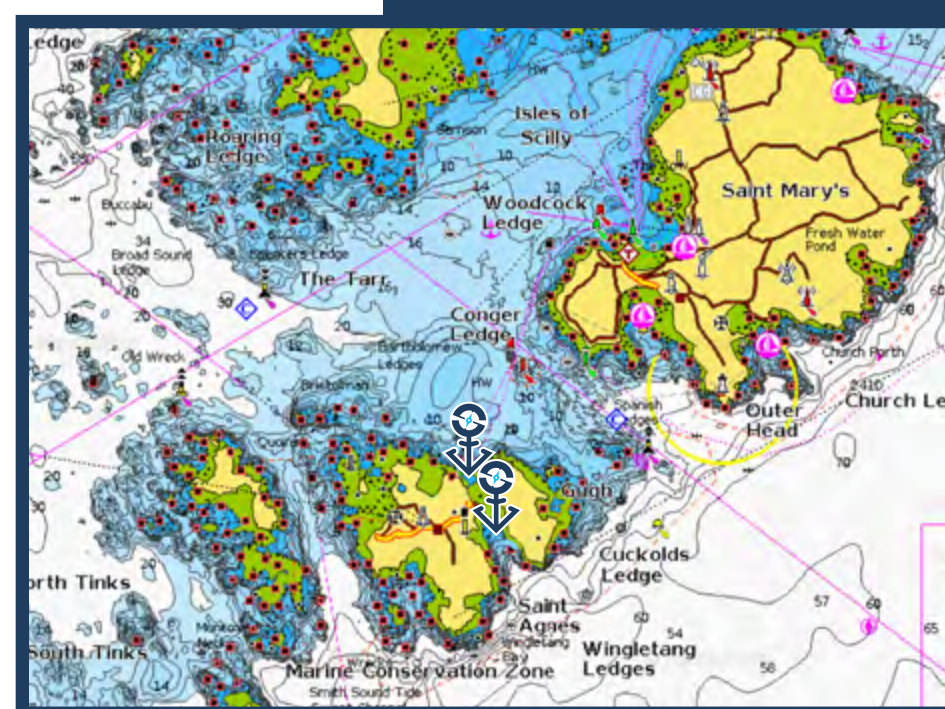
**PROTECTION** Well protected from all winds except from the west to north-west.

Situated in the inlet between St. Agnes and Gugh in the Isles of Scilly, this beautiful little anchorage is one of the quieter spots throughout the islands, but it can get busier in the summer. St. Agnes is very quiet compared to the neighbouring islands and the lack of cars make it lovely to hike around or you can walk over to Gugh which is connected to St. Agnes by the sandbar in the bay which is submerged in spring tides.

There are some mooring buoys, but generally, these are private for the local islanders. Depths are about 4 to 5m but can quickly rise to about 1.4m closer in. The anchorage is well protected from all but westerly winds to northwesterly. 'The Cove', the bay on the opposite side of the sandbar is also a good anchorage with a little more depth and space and the wind conditions will determine the best side.

The island's principal quay is located in Porth Conger and is a great jumping-off point to explore the island. There is

a famous pub called the Turk's Head, the most south-westerly pub in the UK, that overlooks the bay and offers excellent food and stunning views. Troytown Farm shop is also worth a visit and offers its own clotted cream, yoghurt and butter to replenish your provisions.





# SAVUSAVU BAY

FROM OCEAN SAILOR READER **GRAEME 'DING' WILDING** 

- LOCATION** Savusavu Bay, Fiji
- COORDINATES** 16°48.65'S 179°17.20'E
- SEABED** Good holding in sand
- PROTECTION** Well protected from the normal SE trade winds.

Savusavu Bay is located on the southeast coast of the island of Vanua Levu, about 125nm NNE of the capital Suva and is one of the few ports accepting 'Blue Lane' visitors. For those yachts sailing in from Tonga, Samoa etc, this will most probably be your first port of call as yachts are not permitted to anchor in Fijian waters until cleared in, even prior to covid. Clearing into Fiji is a simple and straightforward process and the staff are very friendly. The main port is considered a cyclone refuge and offers haul-out facilities and repairs.

Only about 4 miles from the port of Savusavu, the anchorage off the Jean-Michel Cousteau Resort feels like a world away and is a favourite amongst cruisers. This is a perfect anchorage to retreat to after the clearing in formalities are completed or just to escape the hustle and bustle of the town. Its close proximity to the port is helpful when weather conditions deteriorate or if you need to provision.

You are not permitted to go to shore at the resort but swimming and snorkelling in the crystal clear waters are well worth the visit.

The Cousteau anchorage is very well protected from the SE trades. If it comes from the north or west it can be very bumpy, especially when wind against tide. When a local rain cloud goes over (which can be most days in some months) this also happens, but usually only lasts an hour or two before the trades kick back in. The bottom is sand with low lying lumps of coral scattered not closely around. Holding is good and there are areas to be found of sand only. There is a good snorkelling reef along the shore and one can anchor in 8-10m, but, if the wind goes west it is too close for (my) comfort. Therefore, most anchoring is in 20-25m as it shelves quite quickly. For those cruisers who love to dive, the nearby islands of Lomaiviti offer world-class dive sites on the Namena Reef.





## LEVITHA

FROM OCEAN SAILOR READER **RENE TIEMESSEN**



**LOCATION** Levitha, Greece

**COORDINATES** 37°00.14'N 26°28.09'E

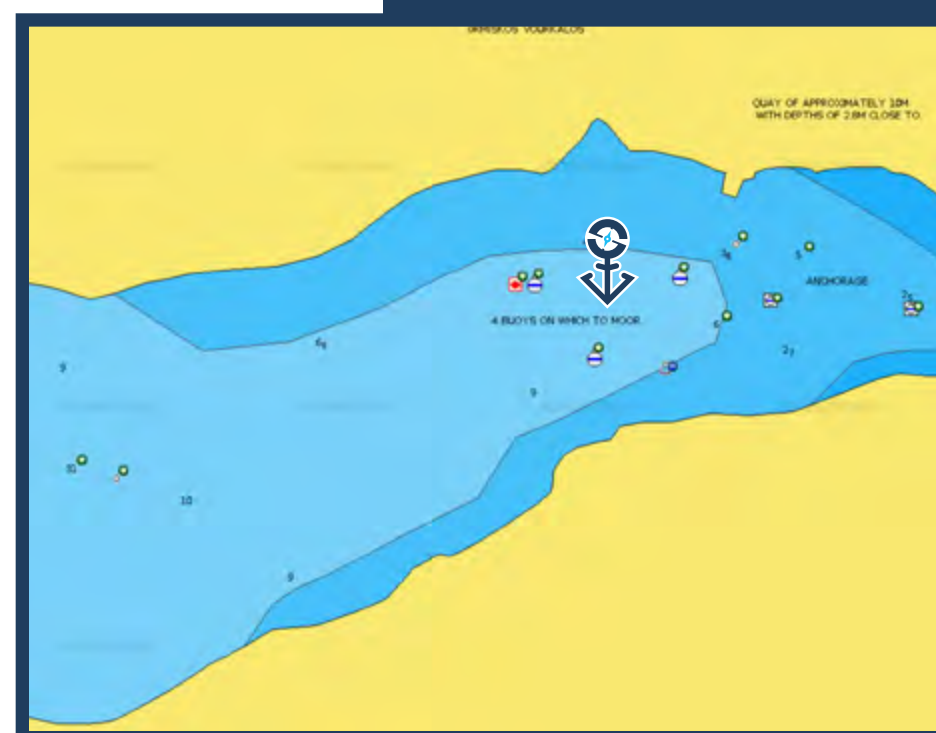
**SEABED** Good holding in sand and public mooring buoys available

**PROTECTION** Protected from all directions with multiple coves in the bay available

Levitha is a small island located about 50 miles west of Bodrum in the Aegean Sea. When I arrived to drop the hook I thought the island was uninhabited, however, I later found out there is actually a local population of.....4 (as long as you don't count the goats!). The island's custodians are all actually of one family, the Kamposos family, who have lived on the island raising animals for over 200 years. As well as offering homemade feta and eggs etc, they also run a very small taverna in the summer season for visiting cruisers. A mouth-watering bbq of grilled fish and meat awaits the hungry yachtsman. The loose running donkey on the terrace called Dimitri absolutely adds to the flavor and the family is most friendly.

The anchorage we are suggesting is the one recommended in the pilot books at the east side of the main bay where a small dock is located for the local fishermen. You can find laid moorings for free but be aware. They are quite close together and the approach may be a bit tricky. Anchoring is almost not possible, I once tried, ruined a fishing net and almost saw the yacht back on the rocks behind me. Not the best way of ending your day of sailing I can tell you. The other anchorages in the bay offer protection from different wind directions making Levitha an excellent bolthole in bad weather. I anchored at the west end of the bay when the eastern anchorage was too busy.

The entire Island, as we once did can be discovered on foot along the goat trails and although a bit barren there are some excellent views and things to see. At the top of the hill, there are the ruins of an old Italian outpost, a reminder of the Italian occupation between the first and second world war. This truly is a remote and quiet island and is well worth the visit if you are traversing the Aegean.



# WHAT'S YOUR FAVOURITE ANCHORAGE?

Please tell us your favourite anchorage and we'll featured it in the next months 'Dropping Anchor'. Send the anchorage details with a brief description of why you like this anchorage along with some photos showing the layout of the anchorage, plus the primary details: **Location, coordinates, seabed type** and **protection**.

[CLICK HERE](#)

TO SEND US YOUR FAVOURITE ANCHORAGE



