

# **RIBLINES**

## **MARCH 2010**

**WWW.BIBOA.COM**



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**BIBOA ANNUAL PRIZE-GIVING**  
**PLUS DETAILS OF FORTHCOMING EVENTS:**  
**EASTER EGGS CRUISE; WEYMOUTH**  
**WANDER; HIGHLAND FLING;**  
**DARTMOUTH DAWDLE**



**1990 - 2010**



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# Chairman's Chatter



With the winter months fading away, the promise of getting out on the water and enjoying some long, hot summer days is becoming very attractive. The BIBOA calendar is already packed with events and more may well be added during the year. The season has much to offer and to find out more simply click on to the interactive calendar and contact the race or cruise organiser directly by email, who will be able to answer all your questions regarding the event. The new BIBOA web site is proving very popular, with numerous enquiries from interested RIB enthusiasts from home and abroad.

For those members interested in racing, the Lymington Challenge last year proved to be a great success and the race organisers are already working extremely hard to ensure this year's event is even bigger and better: it is hoped that more than forty RIBs will take part.

The rules governing RIB racing have been greatly improved and it is intended that these will be adopted all over Europe so other nations interested in RIB racing can run to a common rule book. As part of this initiative, there is a possibility that a full UIM World Championship for RIBs may be possible in 2011. The boats and engines used will all be One Design and may be provided by the event promoters. Teams representing the UK would be selected from those competing in BIBOA events such as the Lymington Challenge. I hope you agree that this is all good, exciting stuff and very much a breath of fresh air for the racing enthusiasts.

Turning our attention to the cruising calendar, there is much on offer and something for everyone. The season kicks off with a couple of south coast cruises before BIBOA moves up to her ancestral home for the Highland Fling series of cruises. Then it's back to the south coast for cruises to Dartmouth, Jersey, Brighton, Alderney, Bournemouth and Weymouth. Barry heads off to Corsica again in July. I hope to be joining some of the BIBOA cruises during the year and also hope to be participating in the Great British RIB Rally which departs Portland Marina on June 11th.

This year is the 20<sup>th</sup> Anniversary of BIBOA so here's my regular reminder not to forget to record all those exciting moments during the summer so that we can compile a great DVD for our Anniversary Dinner being held in Salisbury in November.

*John Puddifoot*

## Events

- 6 Cruises in April and May**  
Choose your cruises: Easter Eggs cruise, Weymouth Wander, Highland Fling, Dartmouth Dawdle.
- 36 Lymington Challenge**  
A RIB race open to everyone. Go on, have a go! You know you want to.

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7.5m Scorpion, 8.4m Redbay & 5.5m Trio

**Front cover: Margo Hendry and Leslie McFadden in *Just Looking*, enjoying the Highland Fling. Full report and more photos on pages 8 - 13.**

**Photo courtesy of Mike Deacon.**



# BIBOA Cruising Report

Photo courtesy of Anne Oddie



The 2010 cruising season's calendar is shaping up nicely with all the favourite cruises from last year replicated together with some interesting additions, including The Great British RIB Rally Start at Portland, a Jersey Jaunt and a Brighton Bash with Julian.

Barry Holme has asked me to canvas for a volunteer to co-ordinate the "Easter Eggs Cruise" in April. Keep an eye on the BIBOA Events Calendar for the organiser's name. The cruise outline is on page 6 and more details will be posted on the BIBOA website forum shortly.

The current thoughts in the present financial climate are for a few day trips out in between the main cruises which can be organised through the BIBOA forum at short notice to tie in with the "good weather" windows.

I have also been in discussion with Rupert at Mainbrayce on Alderney regarding an additional cruise or a tie up with our Alderney Amble cruise, details of which I will publish when finalised.

The rest of the season's cruises can be seen on the BIBOA website Event Calendar.

If any other members wish to organise a cruise, please let me know and feel free to give any of the committee or myself a call or post a note in the BIBOA forum for any assistance you may require.

I look forward to meeting as many of you as I can this year.

So all I have left to say is, **"Ladies and Gentlemen start your engines!"** for the 2010 cruising season.

*Jon Adlard*

Ocean Devil on passage to Alderney



Photo courtesy of Julian Lyas

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# Easter Eggs Cruise

## Solent 2nd—5th April

Once again, the season opens with a series of short cruises taking place over the Easter holiday long weekend. This family-friendly event is a very relaxed, informal affair with opportunities to cruise in company to the picturesque harbours in and around the Solent. Group dinners in different pubs will be arranged for those who wish to join in.

The itinerary will be arranged from day to day, depending on weather and participants' preferences, but likely ports of call include historic **Lymington**, world famous centre of the yachting world **Cowes**, bustling **Poole**, peaceful **Bembridge** and shopping heaven **Gunwharf Quays (Portsmouth)**. So plenty of opportunities for sightseeing and shopping for all the family to enjoy.

The cruise will be based in **Yarmouth, Isle of Wight**, but you could arrange your accommodation in Lymington instead, just a short 5 minute trip across the water from Yarmouth. Please make your own accommodation and berthing arrangements. Suggested launch sites: Lymington, Calshot, Hamble.

If you are interested in joining this cruise please contact **Jon Adlard**:

Tel: **01722 333736**

Mob: **07970 951934**

Email: **cruising@biboa.com**

# Weymouth Wander

## Solent—Weymouth 24th—25th April

Its time to start getting excited about the season ahead and all the great places we're going to visit in blistering sunshine.

The hotel won't let me do a group booking that early in the season so we all have to book accommodation ourselves, sorry about that. I would suggest everyone books into the Crown Hotel as usual.

The plan is :

Saturday 24<sup>th</sup> April – Meet in **Yarmouth** for lunch at around 12. Depart for **Weymouth** around 2pm.

Sunday 25<sup>th</sup> April – Depart Weymouth 11am and head to **Cowes** for lunch. For dinner, I have booked the Galley Bistro restaurant again and have done a deal for a 3 course meal at £19 per person (bargain). I will upload the menu to the website in a few weeks time as we need to chose our meals before we arrive.

This should be a straight forward trip but a nice way to catch up with people and put some more plans into place for the rest of the year. Of course the event will be weather dependent so start praying for sunshine.

Please let me know if you're interested in coming along .

If you are interested in joining this cruise please contact **Julian Lyas**:

Home: **01732 866553** Email: **julianlyas@googlemail.com**



# Highland Fling

## Loch Fyne 26th April—4th May

BIBOA returns to its birth place once again for a series of relaxing informal day cruises leaving from **Portavadie Marina**, situated on **Loch Fyne** on the unspoilt West coast of Scotland. Destinations will depend on weather, tide and participants' preferences but the plan is to do a couple of long trips to **Gigha** and **Ireland** with the rest being around the **Clyde** and up to **Glasgow**.

Portavadie has petrol and diesel available and also cottages to rent. Please contact Doug if you would be interested in renting one. There are also hotels and bed and breakfast establishments in nearby Tighnabruaich. So whether you can join for just a day or the whole week, Doug is waiting to hear from you.

If you are interested in joining this cruise please contact **Doug Crockett**:  
Email: [dougcrock@hotmail.com](mailto:dougcrock@hotmail.com)

# Dartmouth Dawdle

## Solent—Dartmouth 28th—30th May

The annual invasion of **Dartmouth** is scheduled to take place at the end of May again this year. This pretty town provides an excellent base from which to explore the beautiful South Devon coastline.

The itinerary has yet to be decided and will depend on the weather but possible ports of call include **Salcombe**, **Torquay**, **Brixham** or even **Fowey**. Evening meals may be taken at **Kendricks Restaurant**, John Burton Race's **New Angel** or perhaps the floating restaurant **Resnova**. And don't forget to stock up on pasties and clotted cream while you're there!

If you are interested in joining this cruise please contact **Julian Lyas**:  
Home: **01732 866553** Email: [julianlyas@googlemail.com](mailto:julianlyas@googlemail.com)



# Highland Fling

*by Jean MacDonald*



Photos courtesy of: Kevin Goulding, [www.hotribs.com](http://www.hotribs.com)



This was to be the second BIBOA Scottish cruise in 2009, the first one had taken place earlier in the year during May (see pages 12—13). This second Highland Fling would consist of two days out of Sandbank Marina in Holy Loch on the beautiful Cowal Peninsula to be followed by a longer distance run to Oban via either the Mull of Kintyre (weather permitting) or through the Crinan Canal.

The RIBS and crew were:

**Douglas (Dougie) Crocket in *Arriba II*** – with Jean MacDonald

**Peter Zurrer in *Highlander II*** (Peter's usual crewman Karl Heinz Baumgarten was very much missed)

**Mike Deacon in *Scorpion*** (courtesy of Roger Lyas) with Kevin Goulding

**Uwe Bergman in *Sportis*** with Sven Bergmann and Jorgen

**Englebert Wrede** with Breate Wrede

**John and Annie Griffiths in *Venom***

**Geoff Willerton in *Tuf Kuki*** (known as the Revenger with 'no name' but actually has one!) with Mandy and Peter Willerton and Arron

**Wednesday 29 July** at 10.30 am prompt (Peter's Swiss timing), Dougie Crocket plus Brian Fairley, Brian O'Neill, Gordon and Alan Turner arrived to meet the skippers at Holy Loch to discuss the cruise to Oban on Thursday.

Wind strength was a pleasant force 4 but we decided to avoid Millport during the low tide (we mustn't tell you that Peter Zurrer dried out there...). The fleet went to Little Cumbrae Island where some crew landed to 'bag' the island, others tied up for a comfort break and a coffee before heading northwest to East Loch Tarbert, where Dougie decanted Gordon and Alan Turner to collect their gaff rigged cutter and sail it to Largs. *Arriba II* crew enjoyed 'refreshment' whilst the fleet headed up Loch Fyne to Otter Ferry for lunch in blazing sunshine. After *Arriba II* arrived, Peter, Uwe and Englebert left with their crew for an afternoon voyage to Inverary.

Later that afternoon, the fleet met at Tighnabruaich where G&Ts were the order of the day as the sun went down, but... not the end of the day as the fleet then made a further run to *The Shore House Inn* at Lochgoilhead where the best pizzas in Scotland are made, followed by a magical run back to Holy Loch in the dark.

**Thursday 30 July** – Dougie and Jean trailed *Arriba II* to Dunstaffnage whilst the fleet enjoyed sightseeing around the Burnt Isles and surrounding lochs.

After launching, *Arriba II* headed to Craobh Haven for the night as we were meeting the fleet at the Crinan the next day. The weather was sunny although windy, force





4 gusting 6. Passing Easdale the seas calmed but skipper took a good decision NOT to go through the Corryvreckan whirlpools. The Cuan Sound tide race was ripping out at almost 10 knots, we passed Torsa and had a calmer run to Craobh Haven. We tied up to Dougie's dad's boat *Dawn Shadow*, a Ranger 36. Following a couple of well deserved G&Ts we headed to the *Lord of the Isles Hotel* for a lovely meal.

**Friday 31 July** - Early morning was sunny but after breakfast in Craobh we heard the wind whistling through the marina. We learned it was force 6-7 in the open sea and the fleet decided to come via the Crinan Canal rather than round the Mull. They entered the canal at Ardrishaig at 8am but as West Highland Week was running, the canal was busy and a slow run was anticipated. Dougie and I had a bumpy ride in *Arriba II* to Crinan and whilst we waited, we had coffee and lunch in the *Crinan Hotel*. By now it was raining hard, not just showery but the continuous Highland misty rain. I call this "wet rain", meaning it just soaks into everything: skin, hair and even the best of wet weather gear.

It was 4pm before the others transited and popped out at Crinan. Everyone was cold, wet, hungry and a little miserable but very happy to arrive. They had a light bite, with coffee and hot chocolate, and prepared for the final sprint to Dunstaffnage by Oban. On leaving Crinan, we were fearing the worst regarding the sea state but it wasn't so bad. We passed through the Dorus Mor, back up through the Cuan Sound, Easdale Bay where it was rather bouncy, on past Kerrera and into Dunstaffnage Marina. Dougie obeyed orders to drop me off at Oban where I headed straight to the B&B and sat under the shower for half an hour to warm up.

Kevin Goulding guided our visitors from Germany to their B&Bs which were a 5 minute walk from Oban pier. Mike's hotel was a rather unusual choice although he claimed not to have known it when booking. Peter discovered a problem with his bilge pump so stayed for a while at Oban Marina on Kerrera to fix the problem, moving to Dunstaffnage later on. We all met up for a drink later before doing our own thing for dinner; you have to be early in Oban as many restaurants stop

serving after 8.30 pm.

**Saturday 1 August** - 11 am Swiss time: although the weather was a little dull, showery and cloudy, the cruise of the day was to be Tobermory. From Lismore Lighthouse, past Duart Castle and up to Tobermory it was low cloud so no beautiful scenery. This was a bit disappointing for our overseas visitors as it was their first time cruising on the west coast, and we didn't have our usual company of a small group of terns and seals; they were sheltering perhaps!

On arrival at Tobermory, some skippers and crew headed for the open fires at the *Mishnish Hotel* whilst others went sightseeing. I did the shopping bit to collect some boaty knick knacks for Captain Dougie's Christmas and then I joined the others at the *Mishnish* where, as usual, they were all sitting around the open fire. Dougie liked this so much he played with the embers and got soot all over his face without realizing it. I gave the game away, as the rest of the skippers wanted him to stay like that for the rest of the day. The conversation was, yes you've guessed, boats, beer and more boats. *Arriba II* crew and many others lunched at the world famous fish and chip van on the quayside.

The fleet then headed up Loch Sunart to see the hidden castle and around Carna Island. This is particularly difficult as the water is very shallow, although crystal clear, and although it was a rising tide, the seaweed-covered rocks are pretty much hidden; I was ordered to the bow of the boat to look for rocks, nice! This was a lovely sightseeing cruise and the fleet then ran together back to Dunstaffnage.

Kevin organized a sea view table for all at a great seafood grill called *Coast* where the food was fantastic, much enjoyed by all. Dougie and I, along with Mike and Kevin, then headed to *The Tartan Bar* for a well deserved nightcap.

**Sunday 2 August** - 11 am Swiss time at Dunstaffnage Marina.

The skipper and crew from 'the Revenger with no name' (is actually Tuf Kuki) joined the fleet today and Dougie headed the fleet for a wee run up Loch Etive. The water was flat calm being pretty much sheltered by



the surrounding hills. We then ran up Loch Linnhe, into Loch Leven for lunch at Glencoe. Then on past the lighthouse at the Corran Narrows before heading on to Fort William. Dougie and I stopped at Fort William whilst the others zoomed on to the Caledonian Canal for sightseeing.

Back at Oban Doug and I went to the *Seafood Temple* (book a month in advance!) for dinner, where Kevin had organised a wee bottle of iced champagne for us to celebrate my (21<sup>st</sup>?) birthday, a big thanks Kevin, lovely surprise. The dish of the day was a seafood platter; we had to choose the lobster to go with our meal, we called him Kevin and he was really good! The platter consisted of Kevin, crab claws, smoked salmon, poached salmon, mussels, hand dived scallops, oysters, langoustines, prawns, razor clams, salad and several types of dip. This was the best seafood platter we have ever had, bulgy tummies. The other cruisers ate at *Eusk*, another famous restaurant in Oban. We all later met at *The Tartan Bar* for a great end to a perfect birthday evening, amongst good friends.

**Monday 3 August** – The day to return around the Mull of Kintyre to Holy Loch.

The wind was force 7-8, rain and rough seas. The fleet didn't want to run through the Crinan Canal and were wary of the Mull. Mike was up for the Mull until he remembered he wasn't in *Hot Lemon* but in a friend's borrowed boat, good call Mike. Salvation then appeared in the form of John and Annie Griffiths who had towed their RIB *Venom* to Oban. John piled skippers high in his Land Rover and drove them to Holy Loch to collect their cars and trailers; all then drove back to Oban to collect their RIBs for another return

drive to Holy Loch, phew!

Douglas and I went to Easdale Island with *Tuf Kuki* and on through Cuan Sound up to Loch Melfort; the sea state was a little bumpy but not uncomfortable, certainly not as choppy as the weather forecast. We tied up to a small pontoon by a restaurant on the waterfront where it was nice and sheltered and we all enjoyed a picnic on *Arriba II*.

**Tuesday 4 August** – The Holy Loch fleet left for their homes and, with only two ribs *Arriba II* and *Tuf Kuki* going out, we decided on a short trip to Duart Castle. *Venomous* John had decided to do some comfortable land cruising. We found a small slip and made our way to the coffee and cake shop where we met Arron's father and brother. From Duart we headed up Loch Linnhe on the west side of Lismore to find a dive spot for scallops as we had planned a BBQ. As the divers slid into the waters, a family of otters cruised by, having cleaned the seabed of scallops no doubt. After a picnic we headed to Loch Creran where Geoff stopped a passing commercial diver and bummed a bag of scallops, so the BBQ was saved.

**Wednesday 5 August** - Weather forecast promised less wind so *Arriba II* accompanied *Tuf Kuki* and *Venomous* John & Anne up to Tobermory. It must have been a good run as we could hear Anne shrieking for joy(?) above the wind and rain as we all flew over the waves at Lismore lighthouse. After the usual Tobermory lunch, we stopped in a quiet sheltered bay to let the divers down while we had a final drink before slipping the RIBs at Oban and heading home.

It was a really great Highland Fling, thanks to all who took part and ... see you next time.





# The First Fl

18th - 29th



Photos courtesy of: Bernie Hanreck,  
Kevin Goulding ([www.hotribs.com](http://www.hotribs.com)), Mike Deacon & Stefan



# ing of 2009

May 2009



## BIBOA's Scottish Ancestry

BIBOA was conceived by Michael Alexander and Richard Frere following their circumnavigation of Scotland in 1989 when both were in their sixties; they used a 4m RIB with two 15hp outboards. The Association was formed in 1990 with our initial General Secretary being Cmdr Patrick Bryans RN (Rtd) whom we are honoured to still have as BIBOA President; the 1990 Highlands and Islands RIB Race saw 42 RIBs entered. Scotland remains BIBOA's ancestral home and the Association organises at least one cruise there each year, some years see two such cruises.

A favourite saying of our Swiss member Peter Zurrer is, "I go RIBing in Scotland twice a year and will retire there," and of Scottish member Dougie Crockett (who took part in the 1990 RIB race), "Never miss an opportunity." These two thoughts came together for the umpteenth year in a row in 2009 when we were treated to a tremendous feast of two cruises in the home of lochs and rocks.

This is the BIBOA 20<sup>th</sup> Anniversary year (1990 – 2010) and our Highland Fling will be plus/minus 26<sup>th</sup> April – 4<sup>th</sup> May, mostly based in Portavadie Marina, Loch Fyne, but with some members based in Sandbank Marina. We'll meet up each day and evenings. Some will arrive early, some will come for just a few days and some might stay on ... for the summer... for the midges...

There is little formal organisation for these cruises, participants need to be easy going and reasonably self reliant, new members often join us for the safety of cruising in company in the best waters of the UK. We already have ten RIBS booked in with possibly room for a few more, contact Dougie on [DougCrock@hotmail.com](mailto:DougCrock@hotmail.com)

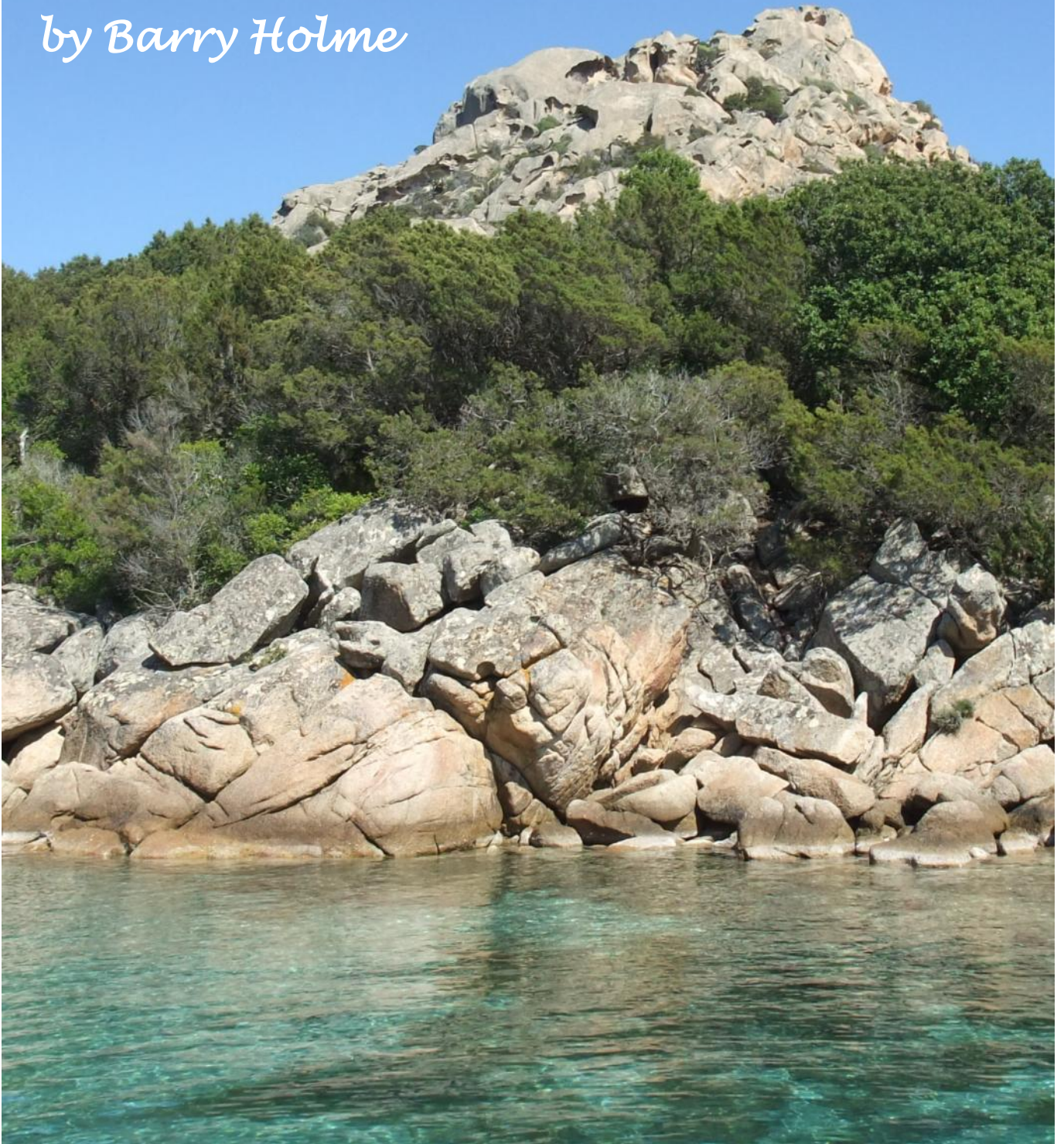
*Mike Deacon*

>>> BIBOA CRUISING



# En Corse for Fun in the Sun

*by Barry Holme*



Photos courtesy of: Barry Holme



## Marseille



**I regret to inform cruising RIBsters that Corsica 2009 was once again hot and sunny.**

Early Tuesday morning we left home to travel to our usual overnight stop near Troyes. The food here is excellent and the parking for both car and RIB is secure. It is worth noting the peage charge at Magnant – it is automatic, however, for the second year it has classed us as Group 4 (HGV) on the way south (OK on return)!!!! A letter of complaint will see the AutoRoute refund the excess charge of 22 Euros.

An early start the next morning enables us to pass through Lyons before lunchtime. For the last few years we have taken the motorway through Lyon as it is shorter, less hilly and, although slow in the centre of town through the tunnels, has not been subject to the more serious hold-ups – no doubt, next year, I will be proved wrong!

Marseille port does not change very much, and we arrived at the CNM section at 1600hrs to catch the overnight ferry *Scandola* to Propriano. This ferry is basically for freight, and when we first used it there were very few private vehicles, maybe 5 or 6 and ourselves, with the rest of the cargo being lorries and trailers. Not now – cars travelling to Corsica and Sardinia are the bulk of the cargo and the ferry is generally full.

## Porto Pollo

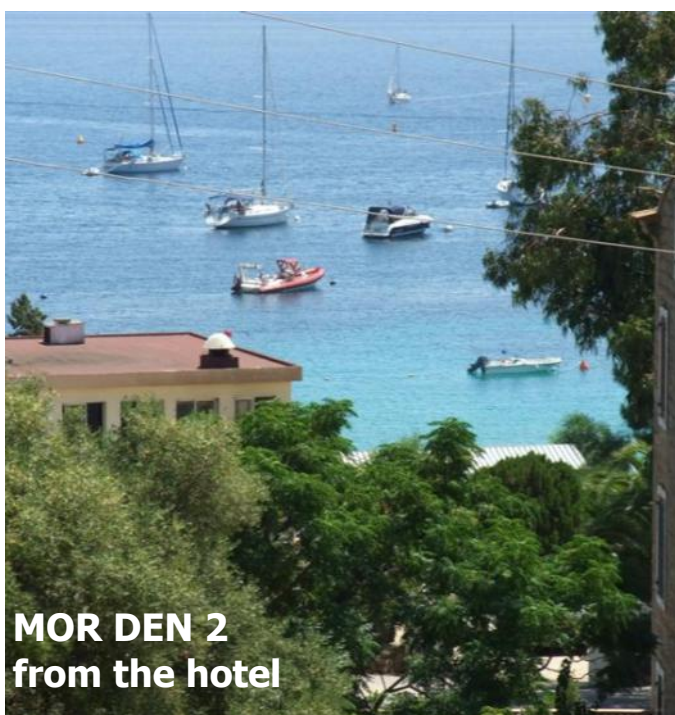


The weather through France had not been very good, with some areas experiencing horrific thunderstorms – hail stones the size of golf balls. We missed these but the skies had been very threatening with vivid dark clouds and lightning flashes. The temperature in Marseille was 28 deg C not the 30 to 35 deg as normal. The evening meal on the ferry is a set menu with three choices of starter, main course and dessert plus refreshment – an aperitif, bottle of wine and digestif – and so to bed.

In the grey light of dawn the mountains of Corsica appear on the horizon at 0530 hrs. The Gulf of Valinco opens up in front of the bows to reveal Propriano at its head. It is 0630 hrs; the temperature is 20 deg and the ferry docks, some 12 hrs after leaving Marseille.

Leaving the port of Propriano, we notice that the potholes have not been mended and the road surface is much as it was last year – probably waiting for the next tranche of EC monies.

Porto Pollo is reached some 40 minutes later – distance is no more than 15 miles but roads do not allow for speeding! The winding road is easier to drive early in the morning, with little holiday traffic; the local delivery lorries, though, still consider it a 'right of passage' to drive as fast as possible. We are soon entering the village of Porto Pollo, and make our way to the port at



**MOR DEN 2**  
**from the hotel**







**Cala d'Agulia**

the far end. The slipway is already being used by a small boat launching for a day's fishing. A brief word before launching with Pierre, the harbourmaster, to announce our arrival, and he says he will find us a mooring - later - but in the meantime, just tie on to the end of the pontoon, he says.

MOR DEN 2 slipped in to the warm Corsican sea and the engine fired-up immediately without a hint of Northern European cold diesel smoke – we have returned!

The trailer is parked behind the fruit and veg. stall *Chez Marc* – in the maquis (hillside vegetation). The security here is good for the 2 – 3 weeks and the usual currency is a bottle of whisky. By this time hunger pains were setting in, so off for a petit déjeuner in the café overlooking the beach and harbour.

This year we had a problem booking our normal hotel – *L'Escale*. They did not answer our fax./email/telephone calls and on enquiring with other contacts we were informed that the hotel was closed for the season to "bring it up to normal"! This later transpired into, it had been sold owing to health problems of le patron. We decided to book rooms at the hotel across the road *Les Eucalyptus*. This is a better hotel, however, the downside is that B&B is the same price as Dinner, B&B at *L'Escale*. Also, the distance to the sea increases by 100 metres.

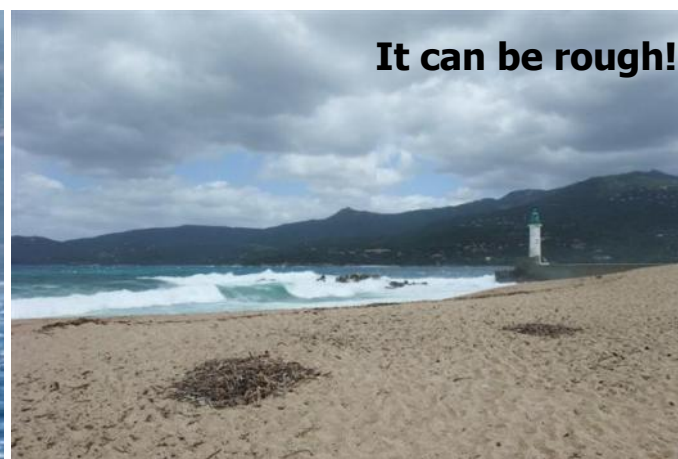
We left our bags at the hotel and walked back to MOR DEN 2, where Pierre commented that we could take any of the free moorings in front of the hotel. We picked up

a buoy, some 100 metres off the beach and this became our mooring for the duration. This is about as close as one can get as there is a cordoned off swimming area. Our small dinghy is useful to ferry items to the RIB whilst we swim, and reserves the mooring during the day. In the evening we pull the dinghy to the top of the beach (15m) and leave it in front of the hotel. There are not many UK beach resorts where you would do this and still expect to find it in the morning. There is another option of reserving a space on a pontoon in the harbour but this is more expensive and subject to swell if there is a storm.

The holiday rapidly falls into a pattern: boat by day and re-hydrating and eating in the evenings, this only being broken if there is a storm, and then we take to the car and explore the island. Decisions such as which cove/cala should we frequent today, should we go to Bonifacio for lunch or swim in the crystal clear waters at Roccapieno present the daily headaches! We watch the various ferries arrive and depart (not usually the early morning arrivals) and in the evenings whilst eating dinner, the wake coming ashore some 20 mins after the ferry has passed. At one time we used to go out to meet the ferries, but we really cannot be bothered now – Corsican lethargy setting in. Last year the QEII arrived for a visit to Propriano on one of her last cruises. The front page of the local paper *Corse Matin* carried a picture of "le paqueboat QEII". This year there are no large cruise vessels, however, one morning as we ventured into the Bai de Cuppabia, a large, immaculately polished, blue gin-palace, flying a British ensign, was riding at anchor. On closer inspection it was



**A Canadair plane swoops down to scoop up water**



**It can be rough!**





*Leander.* The last time I had seen her was at the Fleet Review in 2005. Of course there was the usual proliferation of 'toys' moored astern – large RIB, PWC, windsurfer etc.

This year the second week was extremely hot and with the heat there are always fires in the maquis. To fight these fires, they use *Canadair* water bombing aircraft, which usually operate in twos or threes. They land on the water, scoop up seawater and then bomb the fires. The story goes that after one fire they found a scuba diver in the ashes!?

One morning we decided to visit Cala d'Agulia a small cove of great beauty, which used to be visited by Roman vessels – allegedly. The temperature at sea was a steady 30 deg, however, on entering the cove the wind came down from the hills as if someone had opened the oven door. Without the option of repeated immersion in the water it would have been unbearable – temperature on the console reached over 49 deg. All this whilst at home it was raining! These temperatures were owing to a strong southerly Sirocco wind blowing from the Sahara.

Returning in the evening to Porto Pollo, there appeared to be a new volcano erupting in the mountains – this was one of three large fires that burned for over 24 hrs, destroying many hectares of vegetation and several houses. The *Canadairs* were operating until night fell and then started once again at dawn, until the fires were under control.

Although the sun was hot and the seas were warm,



there were a couple of days when a storm in the Gulf of Lyon produced large seas and breaking waves. Good for surfing but not for anchoring off beaches or, for that matter, getting to the beach in the first place. We explored more of the island by car and visited old haunts. A result of this storm was an increase in the numbers of jellyfish 'meduse', washing into the coves/calas and bays. Although not as nasty as a Portuguese Man o' War, these purple stingers will cause a severe sting and rash on any exposed flesh so best avoided.

Memorable occasions included watching a detail of 'sapeur-pompiers' – firemen – on duty one evening in the restaurant. The fire engine 'pump' was parked outside; the four members of the watch were sat at a table, the radio comms was on the table between them and they were all drinking beer as if it was going out of fashion. A meal was then ordered and of course a bottle of wine to go with it! C'est la vie!

Unfortunately we could not stay for longer on the island and it was time to recover MOR DEN 2 on to the trailer. When August arrives the island becomes much busier, especially with Italians, who I believe can do all the talking for the rest of Europe 24/7.

In the late afternoon we journeyed to Propriano to catch the evening ferry to Marseille, and begin the return journey through France and back to Cambridgeshire.

Ribbing in Corsica is to be recommended – hot sun, warm seas, no tides (to speak of – maybe 18").

Sorry about the summer in the UK.



**MOR DEN 2 at Le Val Moret**

# Monkey Nuts!

*by Jon Adlard*





## Storm Breaker, Dizzy Lizzy, Sea Hawk & Hot Lemon



The annual Brass Monkey race in Poole Bay, scheduled for 6th February 2010, was cancelled so BIBOA Cruising Co-ordinator Jon Adlard used the BIBOA forum to organise an impromptu cruise instead and, for an early season cruise, it was great to have a good selection of RIBs taking part:

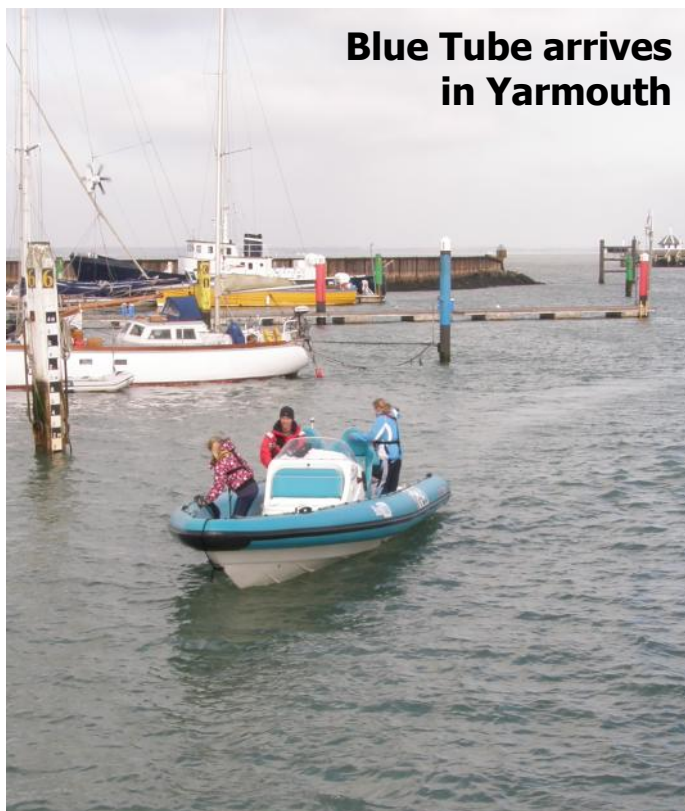
<b><i>Ocean Devil</i></b>	Jon Adlard & John Williams
<b><i>Blue Tube</i></b>	Marc Lyne, daughter Klara and her friend Hannah Knapton
<b><i>Slipstream</i></b>	Bob & James Nurse
<b><i>Dizzy Lizzy</i></b>	Trevor Goddard, Phil, James & Richard
<b><i>Sea Hawk</i></b>	Richard Martin & Mike Homer
<b><i>Storm Breaker</i></b>	Paul & Bryn Beaurain
<b><i>Hot Lemon</i></b>	Mike Deacon
<b><i>Grimalkin</i></b>	guest Dave from Poole

The boys at Southampton Dry Stack lifted *Stormbreaker*

and *Ocean Devil* in mid morning and we then had a leisurely trip down Southampton Water for a very sociable meeting time of 11.45am off Calshot Spit Buoy where we were joined by *Sea Hawk* and *Hot Lemon*.

After introductions were made to new BIBOA member Richard Martin in *Sea Hawk*, we headed down the Solent towards Yarmouth. *Dizzy Lizzy* radioed in to say he had just left Cowes so we headed slightly to port to join him. With a very slight Solent chop, cold but fair weather and a following tide, we arrived in Yarmouth in no time at all.

Once we had moored up on the pontoons by the harbour office, we walked down to *The Kings Head*. On our way, we saw Marc and his young crew members in *Blue Tube* enter the harbour after a short run from Lymington. In *The Kings Head* we were joined by Dave from Poole in *Grimalkin* and Bob and James Nurse in *Slipstream*.



**Blue Tube arrives  
in Yarmouth**



**Sea Hawk storms  
down the Solent**





## Breaking swell off Hengistbury Head - can you spot the boat?



After some welcome hot food, liquid refreshment and catching up on the latest developments, it was decided to head up towards the Needles. On the way up the sea state got progressively more bumpy and *Slipstream's* engine was 'barking' nicely jumping off the tops of the crests. Various crew changes occurred with Bryn joining Marc in *Blue Tube* and Klara with Hannah in *Hot Lemon*. Marc tried a spot of submarining through Hurst Narrows to test his new immersion suit...

As time was creeping on, *Dizzy Lizzy* and *Sea Hawk* turned around and headed back towards Southampton and Chichester respectively as the rest of the fleet headed towards Hengistbury Head into some of the best sea conditions you could ask for: great rolling swells of up to 3m in height and breaking across their 200m face. After some great fun blasting up the sides, over and down the other side and disappearing from

view until ascending the next wave, we headed off to North Head for a return to Hurst. As the sea flattened out throttles were opened and, dare I say it, an impromptu Brass Monkey Race developed between *Ocean Devil*, *Slipstream* and *Blue Tube*. Look on our BIBOA forum for Marc's great video from *Blue Tube* (facing forward). At six minutes into the video, shots show *Slipstream* having an unstable moment with the diesel power of my *Ocean Devil* out in front at a nudge under 50 knots, wow! I might add that as *Hot Lemon's* engines were running in after winter rebuilds, Mike was unable to keep up pace with me...

We said our goodbyes at Hurst and departed, reflecting on the great day out. Thanks to all for coming along and let's hope this will be the format for the rest of the year.

## Storm Breaker



## Blue Tube the submarine!





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## BIBOA EVENTS

DATE 2010	VENUE	EVENT TITLE	CLUB	CONTACT NAME	CONTACT	RACE STATUS
FRI 8 JAN - SUN 17 JAN	Excel, London	London Boat Show		Jon Adlard	01722 333736	
SAT 6 FEB	Poole	Brass Monkey (Race & Cruise)	RMYC & BIBOA	Mike Deacon  Jon Adlard	07836 282345 01722 333736	Basic
FRI 2 APR - MON 5 APR	Yarmouth, IOW	Easter Eggs Cruise	BIBOA	Jon Adlard	01722 333736	
SAT 24 APR - SUN 25 APR	Solent - Weymouth	Weymouth Wander	BIBOA	Julian Lyas	01732 866553	
MON 26 APR - TUE 4 MAY	Portavadie & Holy Loch	Highland Fling	BIBOA	Dougie Crockett	dougrock @hotmail.co m	
FRI 7 MAY - SUN 9 MAY	Cowes	RIBEX Exhibition	RIB INT	Hugo Montgomery Swan  Jon Adlard (BIBOA)	01884 266100  01722 333736	
SAT 8 MAY - SUN 9 MAY	Looe	Looe National Race	OCRDA	Shirley Simpkins	07771 567111	NC
FRI 28 MAY - SUN 30 MAY	Solent - Dartmouth	Dartmouth Dawdle	BIBOA	Julian Lyas	01732 866553	
SAT 29 MAY - SUN 30 MAY	Torquay	Torquay National Race	ORDA	Chris Strickland	07957 355092	NC
SAT 5 JUN - SUN 13 JUN	Galway	Galway Water Festival	ISA	Denis Dilon	denis.dilon @sailing.ie	
SAT 5 JUN - SAT 12 JUN	Galway Bay	Round Ireland Race	ISA	Justin McInerney	enquiries@ roundire- land.org	
FRI 11 JUN - WED 23 JUN	Portland Marina	Great British RIB Rally	BIBOA	Chris Strickland	07957 355092	
SAT 19 JUN	Isle of Wight	Round the Island Sailing Race	ISC	ISC	admin@ is- landsc.org.uk	
THU 24 JUN - SUN 27 JUN	Solent - Jersey & surroundings	Jersey Jaunt	BIBOA	Julian Lyas	01732 866553	
SAT 25 JUN - SUN 26 JUN	Plymouth	Plymouth National Race	OCRDA	Shirley Simpkins	07771 567111	NC
THU 15 JUL - TUE 3 AUG	Corsica West Coast, out of Porto Pollo	Corsica Cruising Holiday	BIBOA	Barry Holme	01763 852407	
SAT 17 JUL - SUN 18 JUL	Solent - Brighton	Brighton Bash	BIBOA	Julian Lyas	01732 866553	
SAT 17 JUL - SUN 18 JUL	Ilfracombe	Ilfracombe National Race	OCRDA	Shirley Simpkins	07771 567111	NC



# CALENDAR 2010

DATE 2010	VENUE	EVENT TITLE	CLUB	CONTACT NAME	CONTACT	RACE STATUS
SAT 31 JUL - SUN 1 AUG	Harwich	Harwich Regatta **MAJOR Race & Cruise**	SEPA/ AYC & BIBOA	Chris Strickland	07957 355092	NC
THU 5 AUG - SUN 8 AUG	Solent - Alderney	Alderney Amble	BIBOA	John Adlard	01722 333736	
SAT 14 AUG - SUN 15 AUG	Poole	Needles / Camden Trophy	RMYC	Chris Strickland	07957 355092	NC & Basic
THU 19 AUG - SUN 22 AUG	Bournemouth Pier	Bournemouth Air Festival	Bournemouth Council	Jon Adlard	01722 333736	
THU 26 AUG - SUN 29 AUG	Cowes	Cowes Powerboat Festival 50th Anniversary - multi-race event Marathon 1 of 2	BPRC	John Moore	John@britishpowerboat-racing-club.co.uk	World Cup Marathon Championship
FRI 10 SEP - SUN 19 SEP	Southampton	Southampton Boat Show		Jon Adlard	01722 333736	
SAT 25 SEP - SUN 26 SEP	Poole	Marathon 2 of 2	UKOBA	Chris Strickland	07957 355092	As above
SAT 2 OCT	Lymington	Lymington Challenge Basic Race	BIBOA (Hosted by RLYC)	Chris Strickland	07957 355092	Basic
SAT 9 OCT - SUN 10 OCT	Weymouth	National Finals	M2M	Chris Strickland	07957 355092	NC
SAT 16 OCT - SUN 17 OCT	Solent - Weymouth	Weymouth Weekend	BIBOA	Julian Lyas	01732 866553	
MON 1 NOV - SAT 6 NOV	Coniston	Records Week	WMBRC	TBA	TBA	
SAT 20 NOV - SUN 21 NOV	Salisbury	Awards Dinner & AGM	BIBOA	Mary Puddifoot	01590 681243	

For information on: **Racing** call Chris Strickland - 01590 622067 or 07957 355092  
**Cruising** call Jon Adlard - 01722 333736 or 07970 951934

<b>AYC</b>	Allhallows Yacht Club	<b>RIB INT</b>	Rib International Magazine
<b>BPRC</b>	British Powerboat Racing Club	<b>RLYC</b>	Royal Lymington Yacht Club
<b>ISA</b>	Irish Sailing Association	<b>RMYC</b>	Royal Motor Yacht Club
<b>ISC</b>	Island Sailing Club	<b>RYA</b>	Royal Yachting Association
<b>M2M</b>	M2M Racing	<b>SEPA</b>	South East Powerboat Association
<b>OCRDA</b>	Offshore Circuit Racing Drivers Association	<b>UKOBA</b>	United Kingdom Offshore Boating Association
<b>ORDA</b>	Offshore Racing Drivers Association	<b>WMBRC</b>	Windermere Motor Boat Racing Club

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# BIBOA Website News

## Online Membership Renewal

It's time to renew your BIBOA membership and, if you haven't quite got round to filling in the form you received in the post, why not try the quick and easy online facility at [www.biboa.com](http://www.biboa.com). Payment may be made via the **entirely secure** Paypal site (accessed through but separate from the BIBOA website), using either a debit or credit card or your existing Paypal account if you have one. Membership questions should be addressed to [membership@biboa.com](mailto:membership@biboa.com).

## E-Membership list

In previous years we have sent a printed copy of the membership list to every member who requested it. This was a very useful facility as it enabled members to maintain contact with each other. The disadvantages of a printed list are that it varies week by week as new members join throughout the year, so is always out of date, and it is costly to produce and post.

This issue was discussed at length at the AGM in November 2009 and there was VERY strong support for the list possibly to be made available in electronic form in a 'Registered Members only' area of our BIBOA forum.

We propose that the E-list will be edited so as to exclude certain information (of a member's choice) but a member's entry would need to include basic information for it to be of any realistic use.

This list would be compiled using the following criteria:

1. The E-Membership list will be available only to registered members of the BIBOA forum. All applicants to register on the forum are manually verified against our membership records before approval.
2. Those members who elect to be included in the E-Membership list will be given the opportunity to select information options. These have yet to be decided.
3. Members would have the option not to appear in the E-Membership list.

Before we proceed further, your committee is keen to receive members' views on the proposal so **please take one of the following actions reasonably soon:**

- A. If you want your comments to remain private, send an email to [development@biboa.com](mailto:development@biboa.com)

**OR**

- B. Contribute to the forum topic by visiting [www.biboa.com/forum](http://www.biboa.com/forum) and clicking into the forum labelled 'Other'.

Please carefully consider 1,2 and 3 above before responding. Thank you.

BIBOA Committee

## Members' Forum

We have all had weekends when we are at a loose end and the weather is great so we decide to go out on the boat. If a quick look at the BIBOA Events Calendar turns up nothing, don't despair! Make a brief post on the BIBOA forum giving details of when you are out and where you are planning to go and it's likely that there will be at least one other member who is keen to join you. Go on, give it a try!

## Members' Input

We are always delighted to receive members' digital photographs and reports of their exploits for use on the website and in Riblines magazine. Please remember to ask permission of the photographer if you did not take the photographs yourself. Photographs may be sent to [riblines@biboa.com](mailto:riblines@biboa.com).

# Pipped at the Post but the Lemon's not Bitter

*by Dave Deacon, Team Hot Lemon*



## Friday 27<sup>th</sup> August – Scrutineering

Our 2009 CTC weekend started with a relatively leisurely Friday morning run from Lymington to Cowes for signing in and scrutineering.

Lymington River was boisterous with the tide ebbing into wind strength 6-7. Looking across to Yarmouth I could see a white haze around the ferry midway across the Solent; this turned out to be substantial clouds of spray: a warning sign.

Heading straight across to the Island enabled us to pick up some shelter but also meant sheets of spray being blown in from starboard and very limited visibility. On closing the shore, we turned and ran for Cowes and tacked downwind in 2 metre surf – fortunately, we managed to avoid stuffing the bow en route.

The day passed smoothly as we chatted with fellow competitors and admired new and old racing craft. It was very pleasant, but couldn't last! The drivers' briefing brought us down to earth: the good news was that we would be running the full course to Torquay, the bad news was that we would be running in a Westerly force 4 to 5; with such conditions it would be challenging enough just to get out through the Needles Channel!

## Saturday 28<sup>th</sup> August – Race Day

Running up the Solent at 07.15 for the early drivers' briefing we were slicing through a steady 1 metre chop and we agreed that if it was like this in the sheltered waters, it would be far worse in the open sea; how right

we were to be.

The weather briefing confirmed we would be running the full course but also that the sea state at Portland was a '2 out of 4'. We retired for a cup of tea and a bacon sandwich before strapping down anything which might possibly come loose on *Hot Lemon*.

Soon enough it was time to leave for the start. As per the 2008 CTC, the start boat would be the Red Jet fast catamaran ferry and we heeded the warnings not to get trapped behind this monster when she started her run.

The breeze and the sunshine increased whilst safety boats worked hard to clear the course down through the Solent and out towards the Needles. They did a fantastic job and whilst at the time many drivers (me included) were frustrated by the delays, I completely understand why they were necessary: safety first.

With the yellow flag raised, the Red Jet started her run toward Hurst Castle and whilst we soon accelerated to 35 knots, the run of 4 or 5 miles seemed to take an age as all boats strained at the leash to get going; careful helming was required to avoid the rooster tails thrown by some boats.

Part way down the Solent the green flag was raised and our throttles were on the stops. *Hot Lemon's* diesels were right in their torque band and we had a cracking start (even if I do say so myself!), temporarily keeping pace with more powerful craft and we were 3<sup>rd</sup> or 4<sup>th</sup> across the line. However, the calm conditions of the Solent and our very heavy fuel load meant we were

...and they're off!





**Biretta**

down on speed and topping out at 55 to 56 knots. I took some comfort from the fact we were running neck and neck with our Belgian friends, Thomas Vandamme and Jean Pierre Neels, in their 900 hp Buzzi RIB *Biretta* and also alongside Drew and Ali Langdon in the very fast Buzzi Bullet RIB *Silverline*.

At Yarmouth, each of these craft had edged ahead of us and we were 9<sup>th</sup> overall; skipper Mike and I were resigned to watching them pull away but as we passed Hurst Castle there was a dramatic increase in sea state and all boats launched skyward. *Hot Lemon* is a marvellous rough water boat and we quickly caught *Biretta* and then reeled in *Silverline* as the sea state increased.

I should mention that skipper's main worry was that the run out to Bridge Buoy would be very rough and I was not to push *Hot Lemon* too hard so early in the race. I followed this order, only to be told 'get a move on'!

Hot Lemon loves rough conditions and is a great boat to drive fast so I didn't need telling twice. We moved up to 6<sup>th</sup> place by catching Darren and Kevin in the 600hp RIB *Relentless* at the Needles and set our sights on Marcus

in *Cinzano*, Hannes in *Wetpunkt*, Martin Lai and Miles Jennings in the P1 boat *Ocean Dragon*, Dorian in *Blast Off* plus Scott and Simon in their Sunseeker XS *Drivers Dry Berthing*.

We passed *Drivers* at Bridge Buoy and couldn't quite believe we were now in 5<sup>th</sup> place in hot pursuit of the leaders. Heading across Poole Bay the conditions deteriorated further and although we took a course to take the seas just off the bow, we had one or two monumental leaps but very soft landings, phew!

Half way across Poole Bay we passed *Cinzano* and *Wetpunkt* and there was now only *Ocean Dragon* and *Blast Off* ahead. The tidal race at Anvil Point was pretty evil but with local knowledge we ran 10m off the cliffs in smoother waters and headed for St Alban's Head. We now heard a VHF message that *Ocean Dragon* had foundered in the rough seas off Peveril Ledge (all safe and boat recovered). We were now in 2<sup>nd</sup> place to *Blast Off*, an amazing feeling in a virtually standard production RIB.

As we approached St Alban's we could see we were catching the leader. Neither of us wanted to say it but



**Silverline**





Drivers Dry Berthing

the boat which had been 2 miles ahead was now only 200 metres from us. As we passed close in to Portland Bill we could see and hear the 16 litre petrol engines of the Fountain muscleboat *Blast Off* further out to sea. We slowly eased past them and whilst it was an incredible 'once in a lifetime' feeling to take the lead, it was also pretty un-nerving as we had never dreamt *Hot Lemon* would be in this position.

As we had approached Portland I remembered that Chris and Helen Strickland would be there in *Seahound* as safety boat. The previous evening Chris had insisted we could steal the show; how we had laughed! As we passed them off Portland it made us smile that he hadn't bet on it.

The run across Lyme Bay was not as bad as feared although at times we were down to 40 knots heading into a very uncomfortable 2 metre sea. Looking astern there was no mistaking that there was still at least one boat with a rooster tail within striking distance: the pressure was on big time.

Some 15 miles from Torquay the sea calmed in the lee of the land and whilst we could enjoy a KitKat and a

mug of tea(!) we could also open the throttles fully again. Imagine our disappointment and concern when we found that neither engine would rev past 3,600 rpm, some 300 short of maximum and our top speed was now some 7 knots down.

Nothing we tried improved matters and we could only watch as the rooster tail behind drew closer. Our hope of being the first boat to Torquay slipped away as Scott in *Drivers Wharf* creamed past us some 2 miles from the turn mark at Torquay; they had clearly been holding back waiting to pounce. Oh no, disaster, we now smelt diesel fumes and fell very quiet as we pressed on to Torquay.

We turned at the Ore Stone and headed home. As we passed several anchored vessels some 5 miles out of Torquay, we were able to measure the lead we had over the fleet. We couldn't identify them but their rooster tails indicated they were among the bigger and faster boats in the fleet; however, we had a 10 mile lead on them and we were still lying 2<sup>nd</sup> overall.

Out into Lyme Bay we could just see the fast-disappearing rooster of *Drivers Wharf*. They were clearly



Hot Lemon



**Relentless**

on a mission but we again noticed a very strong smell of diesel. 'Are we leaking fuel?' we thought, but quick checks of our overflow vents, gauges and engine bay seemed to indicate we were not ... we hoped!

Some 20 miles West of Portland the seas had grown substantially as we approached a stationary vessel ahead of us. It was *Drivers Wharf* and they sportingly waved us onwards as we closed to them. We later learned that one of their fuel return pipes had detached, hence the fumes we had smelt earlier. Whilst this was dreadfully unfortunate for them, for us it was a stroke of unexpected luck which put us back in the lead with only 50 miles to run.

Whilst this was fortunate, we were each increasingly aware that, being unable to pull full revs, *Hot Lemon* was struggling to make 50 knots whilst running downwind in 1-2 metre seas, and we could also make out a rooster tail on the horizon behind us.

At Anvil Point fatigue was setting in and I was almost begging for a rest from the tough conditions. We had now been joined by the film crew in a helicopter and whilst our leapings and landings would make good video footage, it was not helping every ache and bruise which had set in.

We passed Peveril without incident and skipper reminded me that the rooster tail behind was getting closer. He

**Hot Lemon**





seemed to think we were lying 2<sup>nd</sup> and was a little surprised when I said, "No, we're 1<sup>st</sup>". It turned out he hadn't noticed *Drivers Wharf* as we had passed them as he'd been checking in the engine bay for diesel fumes. I'm glad that one of us was watching! When I now told skippy, "We're leading everyone," the answer which came back made me laugh: "Well get a b\*\*\*\*\* move on then!"

The run across Poole Bay was fantastic: we must have picked up some shelter as the seas had reduced to 1 metre, we could bridge the troughs and literally fly across the crests; however, as we approached Hengistbury Head things were about to change dramatically!

Approaching Christchurch Ledge, the helicopter returned, and the seas grew rapidly to be very steep 1-2 metre breakers which had us knocked right back to 30-35 knots at times. I was very aware we were being hunted by at least one boat and desperately tried to find a course which would avoid us stuffing but allow us to press on. The occasional comment from skipper helped us avoid the worst of the troughs but it was certainly as bad as I have ever been through there!

After the Ledge, the sea state improved slightly and the throttles were again on the stops, but there was undoubtedly something getting very close behind us now. We came across Chris and Helen in *Seahound* on their way back to Cowes. Their waves of encouragement were great and it was a feeling of pride to pass them whilst in the lead on the way home as well as the way out!

As we approached North Head buoy, skipper reminded me to take it easy as *Hot Lemon's* stepped hull doesn't like fast tight turns and we could easily hook if turning too hard. Regardless, I opted for a line which would see us just brush the apex of the turn and keep full speed. Running wide on the exit enabled us to look behind to see what we could spot.

Racing towards Hurst Narrows we took the seas on our

starboard beam, which led to several very hard knocks but we were well aware of the need to push *Hot Lemon* to the limit now. Turning in past Hurst Castle, we met a large cruiser heading out directly on the racing line but he very kindly hove to and enabled us to take just the line we needed, thank you!

Looking back over our shoulders as we approached Yarmouth, it felt like an electric shock to realise that whilst the rooster tail behind us was a good 3 miles back it had magically become two roosters – this meant we were now in a 3 way fight for 1<sup>st</sup>, 2<sup>nd</sup> or 3<sup>rd</sup>.

Sea conditions in the Solent were absolutely flat - not *Hot Lemon* conditions - and Mike commented that it was a shame having two boats behind us as they would be pushing each other hard; still being 300 rpm down on each engine, we were in no position to do anything about it.

We urged and wished *Hot Lemon* to find more, but with 1 mile to go it was obvious there was no way we could hold off the predators behind us. Looking over my shoulder, I instantly recognised the blue and red flash of colour on *Cinzano's* white hull and the rate at which she was catching us was incredible. With only 0.4 nm to the finish line, she passed us and, once a brief feeling of being totally gutted had passed, I have to say *Cinzano* looked fantastic and what a superb and historic boat she was for us to concede first place to.

We crossed the finish line only 11 seconds behind *Cinzano* and we learned later that the other rooster had been *Wetpunkt* which had unfortunately run out of fuel some two miles from the finish. After 170 nm of hard racing, we had come 2<sup>nd</sup> to a boat with nearly twice our engine power, so not so bad!

*Hot Lemon* was awarded:  
 Peter Stuyvesant Perpetual Challenge Trophy for 1<sup>st</sup>  
 British Boat  
 Royal London Yacht Club Trophy for 1<sup>st</sup> Diesel Boat  
 Royal Yacht Squadron Trophy for 1<sup>st</sup> Production Boat  
 Bahamas Trophy for 2<sup>nd</sup> Driver



**Does Scott have a pilot's licence?!**

# Awards Dinner 2009

*by Mike Deacon*







## Held at the Potter's Heron, Ampfield

The 2009 BIBOA Awards Dinner was a great success with almost one hundred members and guests catching up with old friends from around the country, meeting new members and swapping stories of RIB adventures.

The hard work of BIBOA General Secretary Mary Puddifoot ensured that the organisation was faultless as usual and our Chairman John Puddifoot once again produced a high quality DVD with extensive video and still footage of many members' RIBs; this feature of our Awards Dinner is highly popular with members and John encouraged members to keep their cameras rolling during 2010 to provide fresh footage for future use. HD video is especially useful - see member Marc Lyne's comments on the BIBOA Forum under 'Cruising ... Brass Monkey Cruise' for some information.

Members enjoyed an excellent dinner and the Presentations saw members receive more than twenty two cruising and racing awards. Although every award and trophy is received with great pride, it seems that the *Dave Crawford Marine* Piston Broke trophy causes the

most amusement. This year it went to Chris Strickland for a truly deserving sequence of mishaps with RIBs involving the M6 Motorway in rain at 02.00 hrs (twice), considerable grief on a French Autoroute and a never ending run of trouble in the Mediterranean. Well done Chris, top performance!

BIBOA has a number of members who work quietly in the background, ensuring we have a thriving, active Association, and commemorative glass tumblers were presented to some of them in appreciation of their service to the Association; we would not be as strong as we are without their considerable dedication.

The Annual General Meeting on Sunday morning was well attended and members were most enthusiastic for the future of their Association. Many positive suggestions were made including an 'E-membership list' facility in a members' only section of our Forum. Two new committee members were elected, Trevor Goddard and Marc Lyne, they bring enthusiasm and expertise. It was agreed that BIBOA is well placed to continue to







**Amanda and Martin Raby**  
*BIBOA Member of the Year*



**Pietro di Ludovico**  
*BIBOA International Member of the Year*



**Paul & Bryn Beaurain**  
*Scorpion RIBs Trophy for Outstanding Cruising Achievement*



**Trevor, Pam, Rick & Katie Goddard**  
*Yanmar Trophy for Cruising*



**Bernie Hanreck**  
(collected by Barry Holme)  
*Trophy for Cruising Achievement (6m & under)*



**Katie & Richard Goddard**  
(collected by Trevor Goddard)  
*Junior Cruising Trophy*



**Marc & Victoria Lyne**  
*Best Newcomer to Cruising*



**Mainbrayce chandlery**  
(collected by Jon Adlard)  
*Yamaha Trophy for Sponsored Cruising*



**Bob Turnbull**  
*Delta Concours d'Elegance*



**Chris Strickland**  
*Dave Crawford Marine Piston Broke Award*



**Jon Adlard & Julian Lyas**  
*Best Turned-Out Racing Team*





**Mike & Dave Deacon**  
*BIBOA World Cup Open 1st Place*



**Gordon Compton & Nicole Bailey**  
*BIBOA World Cup F3 1st Place*



**Peter Lister**  
*Stockdale Trophy*



**Bob Turnbull & Hazel Clifton Smith**  
*Columba Trophy*



**Ben Wood, Team Scorpion**  
*Best Newcomer to Racing*



**Julian Lyas**  
*Special Achievement Award*



*Services to BIBOA Awards given to those who had kindly acted as safety boats at various events— their assistance is much appreciated*



**Tom Bolton**  
(collected by Russell Gould)  
*Special Achievement Award*



**Patrick Byrne**  
(collected by Ben Wood)  
*Special Achievement Award*



**RIB International Salver for Best Event**  
*Glenn Julius, Peter Lister, Rob Lister*



**Louise Hayward**  
(collected by Anne Lyas)  
*Special Achievement Award*

# Rib it!



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# 2010 Lymington Challenge RIB Race

*The RIB race for everyone*

**Following the success of this event last year, the highly popular Lymington Challenge returns on 2nd October 2010.**

A selection from the many positive comments made following the race:

"Great race yesterday and with a 28 boat start one of the largest this year. ... a great atmosphere and excellent social in the RLYC after. Credit to the team...."

"Thanks to BIBOA for putting this event on. The organisation was fab."

"...a very well put together event proved to be a big success...."

"Had a cracker of a day on Saturday. The weather was fantastic, the venue was fantastic, the organisation was slick and the officials were on the ball to make everything run smoothly. Hopefully this event will encourage the relaxed grass roots racing that we all enjoy!"

"Long time since I have been to a race that was so well organised and so many happy people, before, during and after! Really good mixture of a fun event together with some good racing."

**Put the date in your diary and keep checking the website for more information.**



# BIBOA Crew Wear

Smarten up yourself and crew ready for the 2010 season with BIBOA logo embroidered clothing, available to order now.

Our thanks to Charlotte and Jessica Mundy for modelling and to Paul Lines for photographing the BIBOA clothing range.



## Zip Neck Pique Sweatshirt

- 80% Cotton  
20% Polyester
  - Navy with contrasting Chilli Collar
- £32.50**



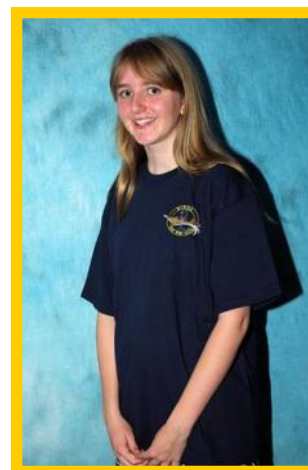
## Sweatshirt

- 80% Cotton  
20% Polyester
  - Navy
- £25.60**



## Polo shirt

- 100% Cotton
  - Navy
- £21.65**



## T-Shirt

- 100% Cotton
  - Navy
- £14.20**



## Cap

- Navy with Red Sandwich Peak
- £9.60**



## Club Burgee

**£10.00**

Order from [general-secretary@biboa.com](mailto:general-secretary@biboa.com)



## Knit Hat

- Navy
- £9.15**

All come in sizes S - XXL with the hats being one size. Prices are inclusive of VAT. Should you wish to personalise your garments with boat names/cruises etc this will incur an additional charge of £3.50 per garment. Postage & packing will also be an extra cost depending on weight/size of package.

**To order please telephone BIBOA Member Pauline at Ascot Promotions on : 01344 893263**



## Honorary



**President** (Honorary)  
Cdr Patrick Bryans

One of the founding fathers of BIBOA, Royal Naval Commander and ocean yacht racer Patrick has done just about every job going in BIBOA and takes a keen interest in all club matters.



**Commodore** (Honorary)

Roger Lyas      Tel: 01732 866553      Fax: 01732 866240      Email: commodore@biboa.com

Roger is a long-standing BIBOA member and organiser of the annual end-of-season Weymouth cruise. He owns an 8.75m Scorpion RIB, *Scorpion*.

## General Committee



**Vice-Commodore**

Mike Deacon      Mob: 07836 282345      Fax: 01425 403619      Email: vice-commodore@biboa.com

Holder of two long distance World Records together with son Dave (Round Britain Under 30' and Southern Isles), Mike enjoys racing and cruising in his 10m Scorpion Cabin RIB, *Hot Lemon V*.



**Chairman**

John Puddifoot      Tel: 01590 681243      Mob: 07799 640988      Email: chairman@biboa.com

RYA Powerboat Manager John is a keen racer and crewed during the Round British Isles and London to Monte Carlo Records. He also enjoys cruising in his 10m Scorpion Cabin RIB, *Mystic Dragon*.



**Treasurer**

Roger Lyas      Tel: 01732 866553      Fax: 01732 866240      Email: commodore@biboa.com

Roger is a seasoned organiser of BIBOA cruises, including several cross-channel cruises and cruises from the Solent to Devon and the Scilly Isles in his 8.75m Scorpion RIB, *Scorpion*.



**Safety**

Barry Holme      Tel: 01722 333736      Mob: 07970 951934      Email: safety-officer@biboa.com

Usually found either cruising (an area stretching from Scotland to Corsica) or providing on-the-water safety cover, Barry owns *Mor Den 2*, an 8.5m Ocean RIB.



**Membership Secretary**

Helen Strickland      Tel: 01590 622067      Mob: 07957 355093      Email: membership@biboa.com

Helen can often be found in Race/Safety Control during powerboat races or special events such the Round Britain 2008 powerboat race. She enjoys cruising in her 10m Scorpion cabin RIB, *Seahound V*.

## Head Office:

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**SO41 6BU**

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### Cruising Co-ordinator

Jon Adlard Tel: 01722 333736 Mob: 07970 951934 Email: [cruising@biboa.com](mailto:cruising@biboa.com)

An enthusiastic participant in BIBOA cruises for several years, Jon owns *Ocean Devil*, an 8.5m Scorpion RIB.



### Racing Co-ordinator

Chris Strickland Tel: 01590 622067 Mob: 07957 355092 Email: [racing@biboa.com](mailto:racing@biboa.com)

Holder of two long distance World Records (Round British Isles and London to Monte Carlo), Chris is also a keen racer and cruiser in his 10m Scorpion Cabin RIB, *Seahound V*.



### General Committee Member

Gordon Compton Mob: 07899 790625

Stalwart BIBOA member Gordon crewed during the Round British Isles and London to Monte Carlo Records. He also enjoys racing and cruising in his 8.5m self-built Osprey RIB, *My Pleasure*.



### General Committee Member

Phil Boarer Mob: 07976 731747 Email: [philipboarer@btconnect.com](mailto:philipboarer@btconnect.com)

Phil enjoys cruising the South Coast, Channel Islands and Northern French Coast in his 8.5m Scorpion, *Syncro*. He also competed in the Round Britain 2008 Race, crewing *Seahound V*.



### General Committee Member

Trevor Goddard Tel: 01344 761419 Mob: 07840 975807 Email: [tgoddard@delgarno.com](mailto:tgoddard@delgarno.com)

Trevor has owned his 6.5m Ballistic *Dizzy Lizzy* since only May 2008 but since then he has clocked up 250 hours - many of them on BIBOA cruises accompanied by 1 or more junior members of the family.



### General Committee Member

Marc Lyne Mob: 07977 130934 Email: [marc@lifelyne.com](mailto:marc@lifelyne.com)

Marc has 20 years boating experience around Sweden and the UK South Coast. He's a commercially endorsed Yacht Master and enjoys cruising in his 8m Revenger RIB, *Blue Tube*, based in Lymington.

## Other positions



### General Secretary

Mary Puddifoot Tel: 01590 681243 Fax: 01590 681232 Email: [general-secretary@biboa.com](mailto:general-secretary@biboa.com)

Cruising in their 10m Scorpion Cabin RIB, *Mystic Dragon*, and cheering on RIB racer husband John are two of Mary's weekend hobbies.



### Riblines Editor

Louise Hayward Tel: 01189 660044 Email: [riblines@biboa.com](mailto:riblines@biboa.com)

Louise has spent many an enjoyable weekend cruising the South Coast and across the Channel with her partner, Richard Bateson, in their 7.5m Scorpion RIB, *Blue Ice*.

## Minutes of Committee and Annual General Meetings

Please note that these will no longer be published in *Riblines* magazine but may be obtained by applying to the General Secretary using the contact details given above.

# RIB BITS RIB

## A lesson for us all - use those crotch straps!

They can be a little uncomfortable and are certainly not the most elegant of things, but using crotch straps with your lifejacket really could mean the difference between life or death, as this story from BIBOA member Peter Coombs demonstrates. The casualty was going to demonstrate a boat to Peter but fell from his RIB tender which overturned onto him. As he was not wearing crotch straps his lifejacket rose over his head and pinned him beneath the tender. Fortunately Peter and others used a handy RYA Sailability winch to save the day ... phew!



The strop from the winch had been removed from the hoist to stop theft by vandals, as had been the case the week before, but quick-thinking Peter improvised by grabbing the painter from a nearby dinghy and tying a bowline PDQ!

I am glad to report that within an hour the casualty had fully recovered but without the Sailability winch there could have been serious problems. In addition to possible drowning, the victim's glasses and emergency battery charger went under. One suspects he will wear crotch straps next time!

## RIBEX 2010

Now in its eleventh year, RIBEX returns to Cowes Yacht Haven, Isle of Wight, on the 7th, 8th and 9th May. With over eighty boats afloat ready for sea trials, a tented village of exhibitors, food outlets and interactive displays, it's a show that you won't want to miss.

In the past, RIBEX has supported the RNLI but this year the independent lifeboats get their chance to fund raise, demonstrate their skills and display their craft at the show. Independent lifeboat services from the south coast will be providing daily demonstrations and displays in the show marina as well as giving visitors the chance to sit behind the wheel of a lifeboat and meet the crews on the static display in the tented village.

This year's RIBEX show will be opened by extreme survivalist and television personality Bear Grylls who crossed the North Atlantic Arctic Ocean in an open RIB in 2003. In August this year he will lead another RIB expedition attempting to take a custom designed ice-breaking RIB for 2000 miles through the main part of the North West passage in the Northern Arctic. It is hoped that Bear's new vessel will be displayed at RIBEX. Bear's journey to the show will be in a RIB, going head-to-head with show organiser Hugo Montgomery-Swan.

Another highlight of the three day event is likely to be RIBFEST, a waterside public music festival taking place on the night of 8th May at the 'RIBEX ROCKS' festival stage. Folk rock artist Seth Lakeman and his band will be headlining the three band concert bill which will also

feature Hugo's own band, Swans in Flight. The opening slot will be given to a local Isle of Wight band. Tickets for RIBFEST cost £19.50 and include VIP, 'access all areas', guest entry to RIBEX 2010 plus discounted Red Funnel ferry travel.

Once again, RIB owners are encouraged to visit the show under their own steam and the first 100 skippers to arrive will be given a special RIBEX Welcome Pack full of goodies, discount vouchers and RIBEX offers. The skipper plus one crew member will also receive a voucher for a free hog roast and hot drink. In addition, Steam Productions will be taking their vintage ice cream van along and visitors who arrive by RIB will be able to claim a free ice cream.

It should be noted that a day's berthing on the visitors' pontoon at the show costs £12 (which includes VIP show entry for the skipper). Spaces are available on a first-come, first-served basis and skippers should be prepared to raft.

BIBOA hope to have a stand at the show but this relies on members volunteering to help set up/dismantle and man the stand. Manning the stand involves chatting to members of the public about BIBOA and the events it organises, encouraging them to join the club. If you would be willing to give a couple of hours or more to promote your club in this way, please contact Jon Adlard on 01722 333736.

So let's hope the sun shines! For more information, please visit [www.ribexhibitions.co.uk](http://www.ribexhibitions.co.uk).



## The Alderney Cannonball Challenge

Organised by Alderney Marine, the inaugural Alderney Cannonball Challenge will take place on Sunday 30th May. This round the island powerboat challenge has a small but crucial difference as it won't necessarily be the first boat home that is declared the winner. Intrigued? Read on!

Boats of all shapes and sizes are invited to power their way through the notorious waters that surround Alderney. To make things more interesting, each boat will have its fuel tank (or top up fuel quantity) weighed at the end of the challenge.

Three prizes are on offer: the bronze award for completing the course in the fastest time; the silver award for doing it with the least amount of fuel; and the big trophy for maximum points based on both speed and fuel efficiency.

Competitors need to submit their plans in advance and will be required to demonstrate an understanding of Alderney's dramatic tides, exposed sea conditions and treacherous rocks before being allowed to compete.

And the significance of the name? The trophy will be inspired by the cannonballs recovered from Alderney's Elizabethan wreck, situated half a mile north of Alderney lighthouse.

For more information, please visit [www.alderneymarine.com](http://www.alderneymarine.com).

## Watch out, there's a thief about!

Please be on the lookout for a pair of Yamaha 250 four stroke engines that were stolen from BIBOA member Martin Humphrey's Scorpion Pioneer while it was in storage on the Isle of Wight.

And while on the topic of theft from boats, it is worth checking the small print of your marine insurance policy as this marine theft is unfortunately becoming more common. Many insurers will only provide cover for theft of outboard engines if they have been securely locked to the transom by an approved device.

Martin, we hope you are successful in either getting your engines back or at least having your insurance claim go smoothly so *Mellow Yellow* will be back in commission in time for the 2010 cruising season.

## The Nab Dash

Piranha Ribs Ltd are organising an amateur RIB race. It will take place on Saturday 21st August, beginning just outside the entrance to Chichester Harbour. The race will be a dash to the Nab Tower and back, a distance of approximately 13 miles. RIBs of all sizes are invited to participate in one of four classes: up to 4m (£25 entry); 4.1m to 6m (£30 entry); 6.1m to 8m (£50 entry); and open class (£50 entry). The prize pot totals £3000 and there will be free entry to a buffet style barbecue at *Marina Jaks* for every entrant (£10 for guests, £7.50 for children).

Each class is limited to twenty five RIBs and entry will be awarded on a first-come, first-served basis. It is anticipated that most entrants will arrive by water but there will be a limited number of craning slots available for those coming by road.

For more information, please visit [www.piranharibs.co.uk](http://www.piranharibs.co.uk) or telephone 02392 460309 or 07918 734601.

## Congratulations

BIBOA member and RIB racer Dave Deacon has become engaged to Wendy Barrett. I'm sure all of us in BIBOA wish them a long and happy life together.



## Get well soon Andy

Andy Micklewright has suffered a serious accident at work which means he will be out of action for a while. On behalf of all his friends in BIBOA I would like to wish him a speedy recovery and hope he will soon be back cruising in *Awesome Explorer*.

# Safety at Sea

by Barry Holme, Safety Officer

Safe, enjoyable boating is what BIBOA is all about

## Important Notice to ALL BIBOA Cruisers

### This is for you and your crew's safety

Now is the time to fully equip your RIB with the following recommended equipment and spares.

#### Recommended Equipment and Spares to be carried on board:-

Fixed & correctly adjusted compass  
 Fixed VHF (preferably DSC)  
 Handheld VHF  
 Mobile phone (not substitute for VHF)  
 EPIRB (offshore cruising)  
 GPS plotter  
 Echosounder  
 Navigation lights  
 Flares (2 red parachute, 2 red handheld,  
 2 orange smokes & miniflare pack)  
 Clothing  
 Lifejackets – to be worn by all  
 Lifebuoys/throwing lines/ mooring warps/  
 fenders/towing lines  
 Life raft  
 Anchor line (chain & rope)  
 2 paddles  
 Inflator pump  
 First Aid kit & manual  
 Mal de mer pills  
 Charts  
 Stainless steel serrated knife  
 Waterproof torch  
 Fire extinguishers  
 Manual bailer  
 Spare propeller  
 Sea anchor  
 Toolkit

*Upgrade your licence/Know your MMSI No.*

*Fully charged or spare batteries*

*Battery fully charged*

*Must be registered with MCA*

*Handheld extra batteries*

*How deep?*

*Working?*

*In date?*

*All personnel to have suitable clothing– warm & dry*

*Children require lifejackets that fit them*

*Offshore Cruising*

*Not less than 25m*

*Fittings suitable for tube valves*

*You never know!*

*Relevant area*

*Spare batteries*

*Diesel RIBS – automatic in engine bay*

*Washers/split pins/nuts etc*

*Spanners/screwdrivers/pliers/WD40/fuses/HD tape/  
clean rags*

*Spark plug socket (spare spark plugs) on outboard  
powered*

*Prop nut socket & engine mount spanner*

*Spare fuel filter/pump impellor/V-belts/oil/sealants/  
fuel line*

Spare fuel & funnel

Tube repair kit/bungs/spare key and kill-cord

**Emergency fresh water and chocolate - You may be at sea for some time!**

**Please cut out and keep for future reference**



**FOR SALE**

**FOR SALE**

**FOR SALE**

**BIBOA members may advertise 'RIBS FOR SALE' on this page free of charge. Tel: 0118 9660044**

## **FOR SALE — great for cruising**

### **Scorpion 7.5m RIB "Blue Ice"**

For sale due to growing family and business commitments.

Great 6-seat cruising layout with large double console, double jockey seats, large rear bench with storage, two forward hatches and enormous under deck storage.

- Economical Yamaha 200HPDI direct injection outboard engine
- Seastar hydraulic steering and helm unit
- Full boat cover and individual console/seat covers
- 4 wheel SBS trailer
- 270 litre fuel tank giving excellent cruising range

Full specification and price can be provided on request.

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## **BIBOA 20th Anniversary Annual Dinner, Presentation of Awards and AGM**

**Saturday 20th and Sunday 21st November 2010  
at The Milford Hall Hotel  
206 Castle Street, Salisbury, Wiltshire, SP1 3TE**

This will be a very special night indeed for all BIBOA members. Please put the date in your diary and book your room at the Hotel too—call 01722 417411. The price is £80 for a double room and includes breakfast the next morning. Just let them know that you are attending the BIBOA function. No need to pay anything until you depart on the Sunday morning.

The committee is working hard to produce a really great night for the Dinner—photos and anecdotes from the very beginning of the Association, and hopefully many of the founder members present.

For further information and to reserve your tickets, please contact Mary Puddifoot:  
[general-secretary@biboa.com](mailto:general-secretary@biboa.com) 07831 468060.

# FOR SALE

# FOR SALE

# FOR SALE

BIBOA members may advertise 'RIBS FOR SALE' on this page free of charge. Tel: 0118 9660044

## FOR SALE — great for adventurous cruising

### Redbay 8.4m Stormforce RIB

'Storm Breaker' new in April 2008 a very high spec RIB ideal for comfortable long distance cruising and/or commercial use. The Expedition canopy model with twin berth fore cabin. In excellent (as new) condition she is offered at a significant reduction on the current new price. Proven capability from this very seaworthy boat.

- Yamaha ME432 diesel with HydraDrive TRP leg
- Raymarine C120 Plotter/Radar/AIS/Depth and twin VHF
- Diesel cabin heating and toilet
- MCA coded, 8 person category 3, including 8 man liferaft
- Twin Ullman suspension jockey seats  
+ twin KAB suspension seats
- Dry stacked and kept inside



For full specification sheet/images and to discuss price:

Email: paul\_beaurain@hotmail.com or tel. 07876 648930



## FOR SALE — fully rigged & ready to go!

### 5.5 metre TRIO RIB hull & 90hp TOHATSU engine

- White hull with grey non-slip deck, underfloor cable conduits, red hypalon tubes, black rubbing strake and black grablines
- White Ribtec centre console with integrated single jockey seat
- 90hp Tohatsu 2 stroke engine with power trim & tilt
- No-feedback steering, 25l fuel tank, trim gauge, rev counter
- Trailer can be supplied at extra cost

All in good condition, this is an ex-demo boat which has been refurbished, retubed, fitted with a new console and rerigged.

Price £9500

Please phone Gordon Compton on 07899 790625



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