

RIBLINES

July 2010

www.biboa.com



Heavenly Highlands

BIBOA's annual pilgrimage to the land of lochs and rocks

Easter Escapade

rough seas and a rescue

Devonshire Delights

mudlarks and waterskiing

Also: RIBs & Tanks, Weymouth and the Wanderers,
Afloat in France, East Coast Calling, Here Be Dragons!



1990 - 2010

world traveller..... the open^{10m} sports cruiser



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Anchors Aweigh



Happy Birthday, BIBOA! For twenty years now BIBOA has been bringing together RIB enthusiasts from all over Britain and beyond and this is no better demonstrated than on the Highland Fling series of cruises organised by Dougie Crockett and Peter Zurrer in BIBOA's ancestral home of Scotland. Over the years, boats have been trailed from all over Britain, and regularly from the continent too, to meet up for wonderful scenic cruising, delicious food and drink and brilliant company. And if the cover photo has whetted your appetite, there's plenty more to come inside this issue of Riblines.

At the other end of Britain, BIBOA members have already cruised the remaining points of the compass, as Julian Lyas led cruises westwards to Weymouth and Dartmouth, Barry Holme and Chris Hinson once again cruised the East Anglian coast, and Trevor Goddard and Paul Beaurain organised some excellent excursions in and around the Solent and Isle of Wight. It's been great to see so many younger members taking part in these cruises along with their parents. Most BIBOA cruises are very family-friendly and it's a fabulous way to spend some quality time together.

Although most BIBOA cruises take place over a weekend or a week (or even longer!), those of us who have other commitments are always welcome to join for just a day, and not having a boat available is not a bar either as many members have space for an extra crew person or two in exchange for a few beer tokens!

With Summer finally here, there are still plenty of events still to come, as a quick glance at the Calendar will reveal, and if you don't see anything you fancy, why not organise your own cruise? Simply post your idea on the forum at www.biboa.com and wait to see who else wants to join you.

On now to racing, and after the disappointing cancellation of the Brass Monkey, adrenaline addicts were able to get their fix at the RMYC Cancer Charities Race. Several BIBOA members were involved in various ways and you can read more about it in Chris Strickland's Racing Report on page 33.

A highlight of the year for me has been the Great British RIB Rally which took place in June. For those of us who were not lucky enough to take part, it was great to do a bit of vicarious ribbing courtesy of the updates posted daily by our Vice-Commodore and Webmaster, Mike Deacon, on www.biboa.com. I shared the participants' excitement at seeing new ports and their elation as they survived each new challenge as well as the disappointment of crews who had to drop out or change their plans, and all from the comfort of my own armchair! A circumnavigation of the British Isles has now been added to my 'Things to Do Before I Die' list.

Another highlight of the year is sure to be the BIBOA 20th Anniversary Annual Dinner and Presentation of Awards. Committee member Marc Lyne (07977 130934 or marc@lifelyste.com) is compiling a film of video and stills to show during the evening so do please send him any suitable items.

The glorious sunshine beckons, so safe boating, everyone!

Louise Hayward Editor

Front cover: Peter Zurrer and Robert in Highlander, enjoying the 2010 Highland Fling.

Full report and more photos on pages 16—20 and 25-27.

Image courtesy of Kevin Goulding
www.hotribs.com

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7.5m Scorpion & 5.5m Trio.

Timothy John Wilks

Founder of Ribtec

April 24th 1956 - May 23rd 2010



We regret to record the passing of one of the most significant people in the RIB industry.

Tim Wilks had been messing around in boats for all of his life. After a short spell as a fine wine importer, Tim joined his father's business "Water Craft" nearly 30 years ago. From this introduction into the design and manufacture of Rigid Inflatable Boats Tim formed Ribtec in 1989. Starting from humble beginnings in a disused farm just down the road from his home in Exton, Hampshire, his great uncle was Maurice Wilks, one of the designers of the Land Rover and with this historic pedigree Tim and Ribtec went on to be one of the world's leaders in the design, development and build of some of the best boats around today.

Tim was a sportsman at heart and loved not only watching but taking part in anything that excited him. Some might say that he was good at everything he took part in (apart from golf which he was particularly bad at!). He was also a family man and prided himself on being one of the finest curry chefs in the country. For those of you that knew him, he did specialise in "Hot Ones". He passed away competing in his favourite sport of Triathlon in the New Forest, an area of the country he loved so much.

I first met Tim during the first week of June 1990 when I returned from the first Round Scotland Rally with a boat broken and in bits and asked him to build me a new one out of the bits that were any good. This Tim did and as our relationship grew, I became not just a customer but a good friend. Tim was convinced to build even bigger boats and Jan Falkowski, Peter Hibditch and myself had the first three out of the mould. It was this range of boats that set Tim and Ribtec on the path to success.

Tim was a gentle man, choosing to sell his reputation over the product and it is said that, "If Tim Wilks had never taken the Mickey out of you then you didn't count as a friend". His wicked sense of humour and precisely timed cutting comments are legendary in all aspects of his life and they will be very much missed by us all.

Tim not only leaves Sissa, his wife, and two children behind: he also leaves a legacy of honesty and fun for his hundreds of friends in the boating and sports world which can never be replaced.

Tim, you will be missed.

Alan Priddy

BIBOA Cruising Report



The 2010 cruising season has started, and I am pleased to report that events so far have had a good turn out.

Julian's *Weymouth Wander* was a great success and is reported in this issue of "Riblines". There was no "official" cruise to RIBEX but BIBOA members who did go gave it the thumbs up. The *Dartmouth Dawdle* at the end of May was again well organised by Julian except for the little mistake made with tide times which saw our trip up the river to Totnes cut short as we viewed the hostelry of our destination from a rapidly drying out river!! We had to turn about and go back to Dartmouth, but the trip wasn't wasted as the scenery was fantastic.

In the school summer half term holidays, Paul Beaurain organised a quick trip over to the Isle of Wight to the Military Museum at Cowes which proved to be a good day out. The annual series of cruises around the West coast and lochs of Scotland was another feast (both edible and visual) for BIBOA members to enjoy.

The Great British RIB Rally has been and gone and I was lucky enough to be offered me a seat on *Seahound* by Chris Strickland. It certainly was a great adventure and you'll be able to read all about it in the next issue of *Riblines*.

This summer we can look forward to cruises to the Channel Islands, a hop up the coast to Brighton and a trip to the Bournemouth Air Festival. And don't forget, you can use the forum at www.biboa.com to arrange any last-minute meet-ups.

Please inform organisers of cruises as early as you can if you intend to participate as there can be quite a bit of "behind the scenes" organising to do prior to the particular cruise.

Jon Adlard

Cruising Co-ordinator

E: j.adlard@btinternet.com

M: 07970 951934

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Brighton Bash

Solent—Brighton 17th—18th July

Julian Lyas will be leading this cruise from the Solent to the lively city of **Brighton**, renowned for its Victorian **pier**, the eclectic mix of shops in **the Lanes** and, of course, the Regency splendour of the **Royal Pavilion**. Situated between the rolling hills of the South Downs, England's newest National Park, and the English Channel, Brighton has much to offer the visiting RIBster, not least the excellent shopping and dining facilities of the UK's largest marina which also boasts a cinema, bowling alley and casino. Or why not take a ride along the beach, from the marina into the city, on the 127 year old **Volks Railway**, the oldest electric railway in Britain?

Interested? Then please contact **Julian Lyas**:

Home: **01732 866553** Email: julianlyas@googlemail.com or post on the forum: www.biboa.com/forum



Image courtesy of www.visitbrighton.com

Harwich Regatta

Harwich 31st July—1st August



Powerboat racing fans have a treat in store as Harwich hosts the **National Powerboat Championships** featuring **Marathon, Offshore 3C & 3B, OCR, V24, RIB** and **Thundercat** racing in **Dovercourt Bay**.

There will also be plenty to keep the rest of the family busy including a variety of **unique exhibits**, a **fun fair**, **trade stands**, **stalls**, a **bungee catapult**, **simulators** and a selection of **refreshments**. Music fans will appreciate the **concerts** on Friday and Saturday night (tickets must be purchased in advance) and following the concert on Friday there will be a fantastic **fireworks display** launched from a barge in the middle of the bay.

For further information please see www.thepowerfestival.co.uk .

Image courtesy of www.visitessex.com

Alderney Amble

Solent—Alderney 5th—8th August

Jon Adlard's cruise to the northernmost Channel Island is timed to coincide with the latter part of **Alderney Week** and participants can look forward to events such as the **Daft Raft Race**, the **Big Balls Challenge**, **glass bottom kayaking** and the **Torchlight Procession**, culminating in the **Grand Firework Display**. Hotel accommodation will be difficult to find so you are advised to pack your tent and camp at beautiful **Saye Bay**. To book a pitch please telephone 01481 822556 or email: camping@alderney.net.

Interested? Then please contact **Jon Adlard**:

Home: **01722 333736** Mobile: **07970 951934** Email: j.adlard@btinternet.com



Image courtesy of: Marc Lyne

Bournemouth Air Festival

Bournemouth Pier 19th—22nd August



The UK's biggest free aviation festival returns to **Bournemouth** and you could be there too! The **Red Arrows**, **Black Cats RN Helicopter Display Team**, the **Blades Aerobatic Team**, the **Battle of Britain Memorial Flight**, the **Breitling Wing Walkers**, the **Devils Parachute Display Team**, a **Eurofighter Typhoon**, a **Hawk**, a **F16** and a **B17** are all scheduled to appear over the weekend so there will be no shortage of things to see. And if you fancy regaining your land-legs over the weekend, there is also plenty to see and do on the beach and in the town including: an **amphibious beach assault** by the Royal Marines, **Pilot 'Meet and Greet' tent**, **tank display**, **funfair**, **RAF village**, **Royal Navy village** and a whole programme of **'Night Air' entertainment** until 10pm each evening. Please see www.bournemouthair.co.uk for further details.

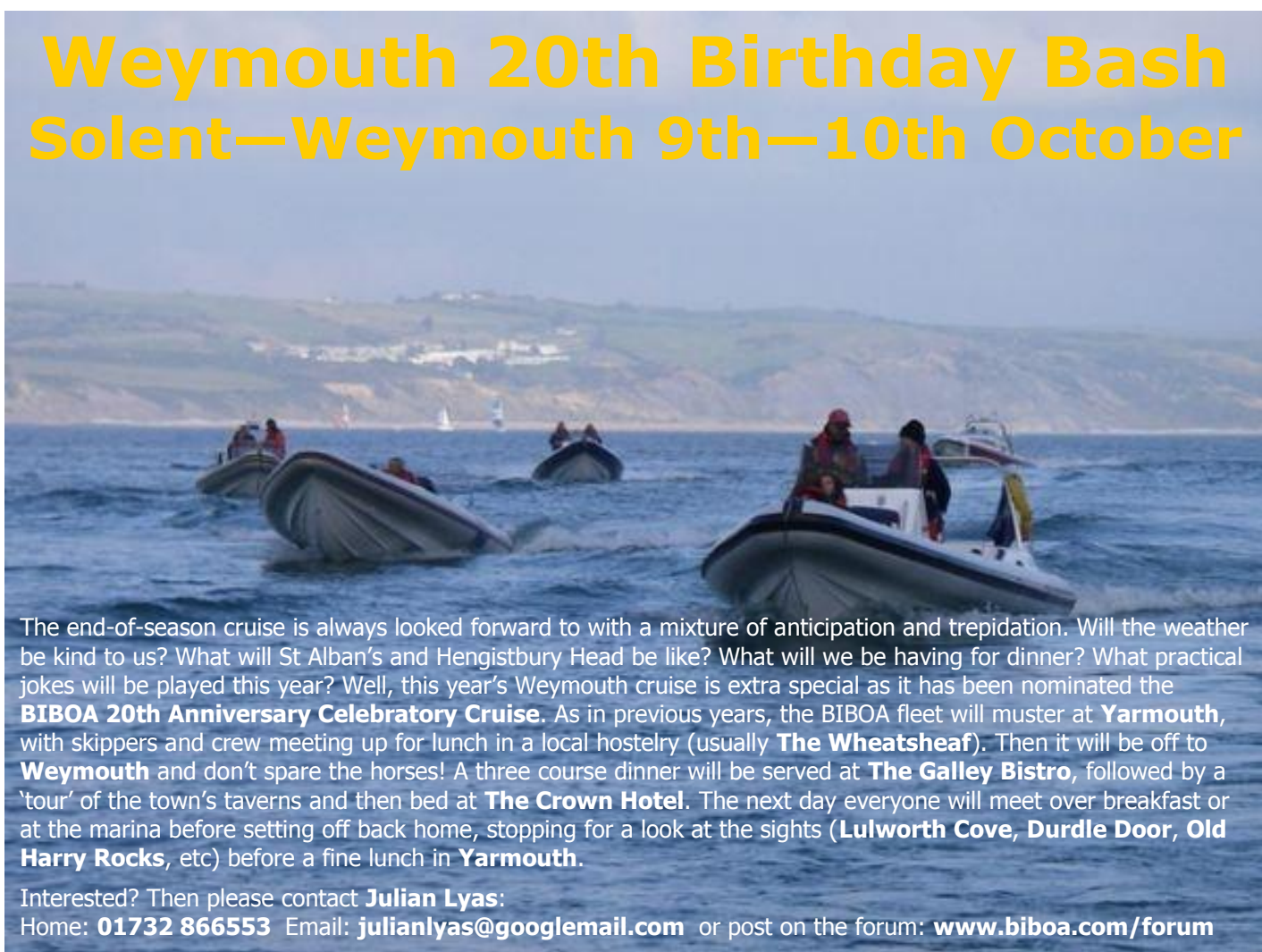
Interested? Then please contact **Jon Adlard**:

Home: **01722 333736** Mobile: **07970 951934** Email: j.adlard@btinternet.com

Image courtesy of: www.bournemouth.co.uk

Weymouth 20th Birthday Bash

Solent—Weymouth 9th—10th October



The end-of-season cruise is always looked forward to with a mixture of anticipation and trepidation. Will the weather be kind to us? What will St Alban's and Hengistbury Head be like? What will we be having for dinner? What practical jokes will be played this year? Well, this year's Weymouth cruise is extra special as it has been nominated the **BIBOA 20th Anniversary Celebratory Cruise**. As in previous years, the BIBOA fleet will muster at **Yarmouth**, with skippers and crew meeting up for lunch in a local hostelry (usually **The Wheatsheaf**). Then it will be off to **Weymouth** and don't spare the horses! A three course dinner will be served at **The Galley Bistro**, followed by a 'tour' of the town's taverns and then bed at **The Crown Hotel**. The next day everyone will meet over breakfast or at the marina before setting off back home, stopping for a look at the sights (**Lulworth Cove, Durdle Door, Old Harry Rocks**, etc) before a fine lunch in **Yarmouth**.

Interested? Then please contact **Julian Lyas**:

Home: **01732 866553** Email: julianlyas@googlemail.com or post on the forum: www.biboa.com/forum

Image courtesy of: Mike Deacon

BIBOA 20th Anniversary Annual Dinner, Presentation of Awards and AGM Saturday 20th & 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. We are hoping to keep the ticket price close to last year's which was £39.50 per ticket.

Salisbury is a lovely city and well worth visiting — why not stay on Friday evening too, and spend Saturday during the day visiting all the local attractions and shops, or go into town on Sunday morning. Guided walks can be arranged with a local, highly-knowledgeable lady, and there is the wonderful cathedral and Salisbury Museum to visit. The High Street is well known for good shopping and Stonehenge is a short drive away. As a resident of the Hotel you would have use of a gym and sauna just across the car park, for an extra £3 only.

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 07831 468060

Image courtesy of: The Milford Hall Hotel

RIBs & Tanks

by Paul Beaurain

biboa cruising



On one of the best days of the year weather-wise two families, the Beaurains and the Goddards, and two RIBs, *Storm Breaker* and *Blue Ray*, met on the Itchen and headed for Cowes. It was flat calm but with plenty of large shipping to swerve around. We moored on the Town Quay, met the waiting bus and jumped on for the five minute ride to the museum.

The Military Museum, Isle of Wight is both a museum and a working restoration workshop for tanks. The museum is staffed by the people who are actually doing the tank rebuilds, so they are able to pass on their technical knowledge to visitors. As well as there being much to look at, for the children a highlight of the visit is a trip in an armoured personnel carrier.

Once back on the RIBs we sat and talked and then the Mundy family arrived, so all in all a great day. Thanks everyone.



Images courtesy of: Paul Beaurain & Trevor Goddard

Easter Escapade

*by Pam Goddard
Scurvy crew of Dizzy Lizzy*



Chris Hinson and family on board *Blue Marlin*

The weather forecast for Easter was not good: rain on Good Friday and Saturday, brighter on Sunday and rain on Monday. However, we had committed to a B&B in Yarmouth for two nights, so we set off early on Friday morning to launch *Dizzy Lizzy*, our 6.5m Ballistic, on the River Hamble. The sky was overcast and grey but dry as we launched. By the time we got into Southampton water, the rain started and although it was a fairly short run to Yarmouth with slight sea conditions, we were all cold and wet from the rain as we arrived.

Katie (11) and I decided to take the sensible option and catch the bus into Newport to watch a film at the cinema. Trevor and Richard (12) decided to rendezvous with *Storm Breaker* and go out for a drier run (due to the canopy) with Paul and Bryn Beaurain. We did try to meet up with *MOR DEN 2*, an 8m Ocean, and *Blue Marlin*, a 6.9m Solent, who were supposed to meet up with us to start the cruise at 10.30am from Yarmouth, but we couldn't raise them. We later found out that they had also taken the bus and spent the day visiting Osborne House!

The afternoon brightened up somewhat, with sunshine and clear skies. So, after *Storm Breaker* had dropped Trevor and Richard off at Yarmouth to head back to Southampton and home, they decided to take *Dizzy Lizzy* out again for a ride to the Needles.

The rain set in again in the evening, but we weathered it well inside *The Wheatsheaf*. We managed to speak to Barry from *MOR DEN 2* and agreed to meet at 10am on Saturday.

Saturday morning was cold and grey again, but started out dry. *Dizzy Lizzy*, *MOR DEN 2* and *Blue Marlin* all headed out from Yarmouth for Lymington which was just a short run. We visited the market there and had coffee, lunch and got to know each other a bit better. *MOR DEN 2* and *Blue Marlin* tend to launch on the East coast, so we had not met them on the water before.

Mike Deacon joined us as he is based in Lymington, along with Mark Eade (brand new member) and Rebecca with their 6.8m Ribcraft (cunningly called *Ribcraft*). *Hot Lemon* was having some mechanical work done so Mike joined us as a passenger on *Dizzy Lizzy*. We all agreed to head into Christchurch as we would be able to do this on a rising tide and we hadn't been there before by water. As we headed out the rain started again but, with slight seas, the journey was fairly comfortable (if a bit wet).

The channel buoys were difficult to see, but Mike guided us in close enough to pick them up. We followed the very winding and shallow channel into Christchurch. There were hot chocolates, coffees and cups of tea all round at the harbour café to warm us up before setting off again to make sure we didn't lose too much water on the falling tide. There was some surf breaking as we left the mouth of the Christchurch channel which caught Mark Eade out and tipped the boat up backwards to an almost vertical angle. Even more surprising, we somehow managed to capture this on camera! The rain was steady now and I was beginning to feel like a drowned rat. When Trevor suggested that I go straight back to Yarmouth rather than drop Mike back at Lymington and then come back to Yarmouth, I jumped at the idea. We radioed *MOR DEN 2* and I caught a lift with them straight back to the warm and dry B&B!

Having had a hot bath and a cup of tea, I began to wonder where the rest of the *Dizzy Lizzy* crew were. When they finally turned up, it was with a new flotation suit (or two) courtesy of Mike! No wonder nobody else had volunteered to go straight back to Yarmouth – they'd had other plans.

The crews from *MOR DEN 2* (Barry, Penny and cousin Jane), and *Blue Marlin* (Chris, Fiona, Sam and Ben) decided to join us for dinner at Jireh House (which, by the way, is to be recommended as a B&B – but watch out for the low beamed ceilings!). We enjoyed a convivial meal swapping boating stories and exchanging boat trivia – well the men did that whilst the women chatted and got to know each other. The children disappeared to *The Wheatsheaf* to pick up the free wireless internet connection on their iPods. They were later caught bouncing around on our beds upstairs! After agreeing to meet at 10am again the next morning, we went to bed. The crew of *MOR DEN 2* hiked across the road to their B&B, Harvey's (which did not get such a positive review), and *Blue Marlin's* crew stumbled back to their caravan in a nearby campsite.

Trevor, Pam, Katie & Richard Goddard



Blue Marlin



MOR DEN 2



Ribcraft



Sea Hawk



Blue Marlin & MOR DEN 2



Sunday morning dawned bright and mostly sunny and the plan was to go around the Isle of Wight past The Needles and on to Ventnor for a coffee break. We knew that we would be passing through a couple of rough patches like St Catherine's Point, but the conditions were in general slight and the sun was shining. *Blue Marlin* had picked up some more crew (sister Tracey and her two children, Joe and Rosie), so were carrying seven in total.

We went through a rough patch of sea around The Needles but otherwise the journey was OK. As we approached St Catherine's Point, we could see that it was quite choppy with a big swell coming across and breaking waves in all directions. Our passage became slower and rougher and Trevor finally decided to head straight out to sea to face the waves straight on. After ploughing through them for a few minutes, we turned back towards the shoreline having reached slightly calmer waters. Breathing a sigh of relief, we looked back to see how *MOR DEN 2* and *Blue Marlin* were coping. They seemed to have decided to take the same route as us when suddenly they stopped making any headway and we could only see them when the swell and waves allowed.

Shortly after, over the airwaves came a radio call from Chris sounding remarkably calm, "*MOR DEN 2*, *MOR DEN 2* this is *Blue Marlin*. We have lost all steering. The hydraulics have gone. We have no steering, over." "We will come around. Get a rope ready," came Barry's reply. We sat out in the slightly calmer waters watching with bated breath, waiting to see if we would be needed in the rescue. *MOR DEN 2* came around, Chris threw a rope and Jane on *MOR DEN 2* skilfully caught it and tied it on. Both RIBs were being washed about, "like being in a washing machine", as described by Jane later on. However, it wasn't long before *MOR DEN 2* began to tow *Blue Marlin* out of trouble. We learned that the steering on *Blue Marlin* had lost all its oil, so not only were they being washed about in the rough seas, but were also stuck going around in circles! At times, the boat had been tipped over sideways, giving the whole crew quite a scare!

We radioed to say that we were happy to take passengers as soon as they were in calmer waters and did so as soon as we could. Understandably, they were a bit shaken but there were no injuries and everyone was OK. *MOR DEN 2* towed *Blue Marlin*

at 24 knots into Ventnor where we all gratefully moored up. A quick inspection revealed that the nut had fallen off the steering fluid pipe, letting all the oil pour out and hence the loss of steering. Chris managed to put it all back together but only had a small bottle of steering fluid to replace the fluid lost. It wasn't enough. Being Easter Sunday, no suitable shops were open, so Chris' sister, being a local, called her husband and asked him to bring across some cooking oil as an emergency measure. She checked whether vegetable oil was OK!

As we all recovered over a cup of tea, Trevor got a call from Richard (another fairly new member of BIBOA) and Jane with *Seahawk*, a 5.85m Ribcraft, who had come from Chichester to Bembridge and then to Ventnor to meet us. Trevor went down to the quay to meet them and found that they had a big bottle of steering fluid that saved the day!

Having filled ourselves with refreshments and the steering column with fluid, we all set off to Bembridge for lunch. The sea conditions got a bit choppy, but were still slight. *Blue Marlin* was fine, with no reoccurrence of the steering problem. We had lunch at the sailing club, who coped admirably with our table of 17! Sadly, we had to get back home on Sunday night. So after lunch we said our farewells and although we all left together, we had to peel off back to the Hamble, whilst *MOR DEN 2* and *Blue Marlin* headed back to Yarmouth and *Seahawk* went back to Chichester.

Their plans for Monday were to go to *The Folly* in Cowes for lunch and then back to Southampton/Hayling Island to get their boats back on their trailers and start their journeys home.

In summary, the Easter Cruise was most enjoyable even though the weather was wet for much of the time. We met some lovely people whom we had never met before and had a great time. It was good to see some of the new members come along and join this cruise, and as it happened one of them saved the day by carrying essential supplies enabling the repair. It also reminded us that it really is a good idea to "buddy up" with at least one other boat and to keep together on these cruises. If *MOR DEN 2* had not been so close to *Blue Marlin* when they lost their steering, we could have had a much more serious incident. With Barry being the Club Safety Officer, *Blue Marlin* was in the most capable of hands!

Ribcraft prepares for take off!



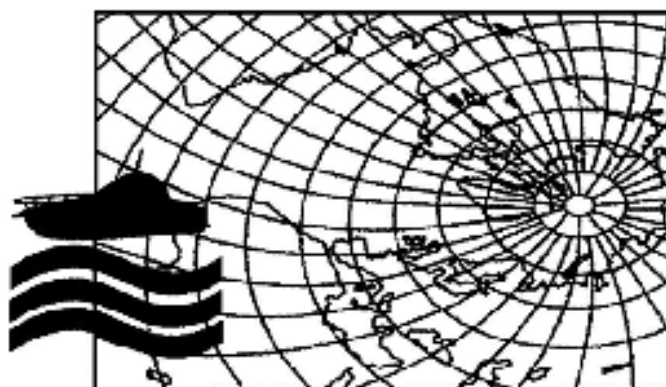
Ribcraft & MOR DEN 2 entering Christchurch



MOR DEN 2 towing Blue Marlin



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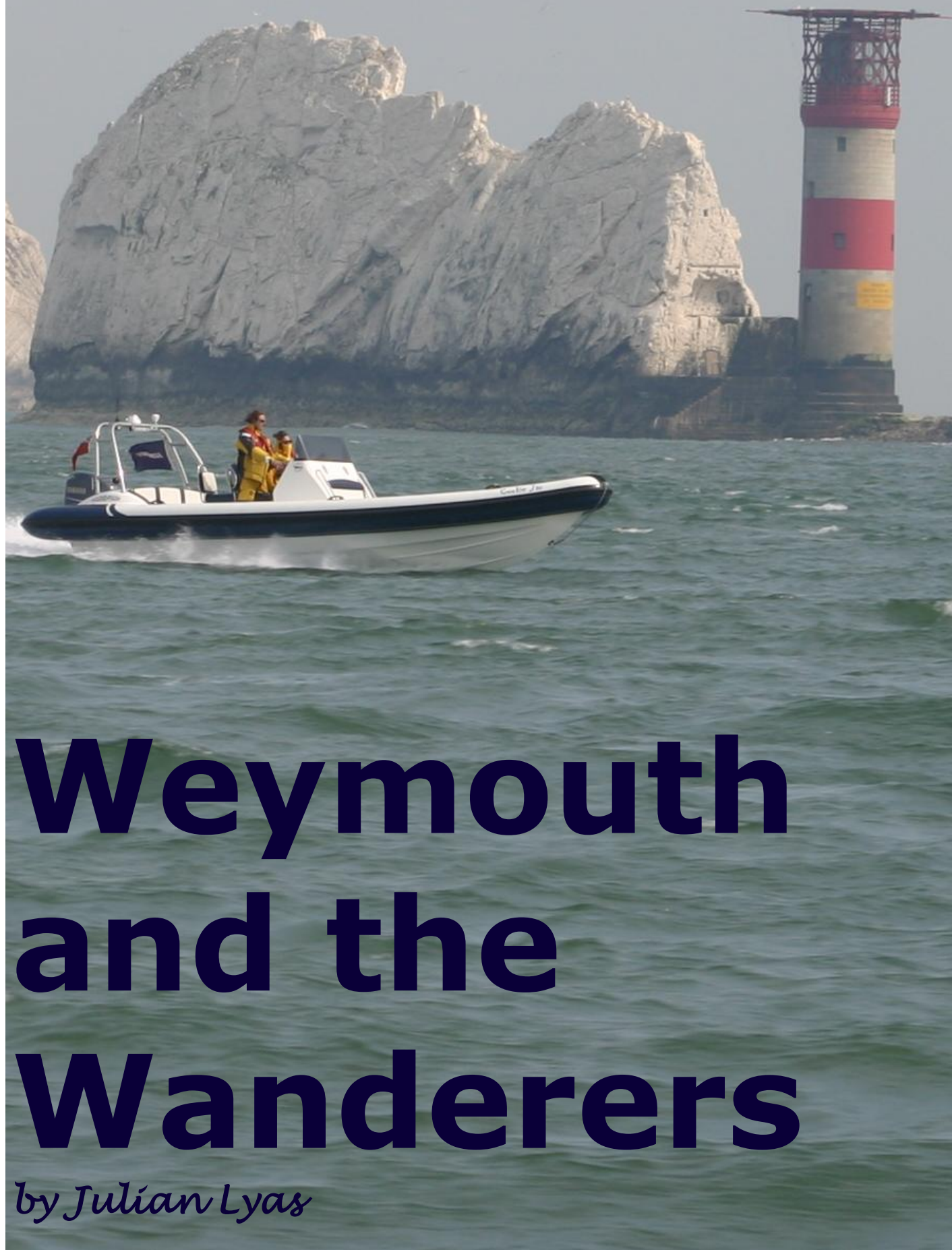
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Roy Smith and crew on board *Cookie Jar*, passing the Needles



Weymouth and the Wanderers

by Julian Lyas

The early season Weymouth cruise is always an exciting time: one of the first events of the year and a good shake down for the boats after a winter in storage. The weekend started with us heading down to Lymington on the Friday night to sort the boat out and stay at a B&B to save having to get up very early and travel down from Kent. I do like to sleep in!

We woke on the Saturday morning to find blue skies and just a little breeze so it all looked like the perfect setting for our first run of the year. We launched the boat and headed for Yarmouth where we had arranged to meet all our fellow cruisers. We headed to 'The Wheatsheaf' and were soon joined by Jon Adlard and Kevin Wakely; I knew Jon would arrive first at the pub! Shortly after, Roy Smith and his son arrived along with the rest of the group.

After a quick lunch we all set off from Yarmouth to head to Weymouth. As the weather was so nice we decided to make a few stops on the way and take in the lovely Jurassic coast line. Some of the new members had never been along this coast so it was nice to show them some of the places we have been in previous years. Lulworth Cove was our final stop before the short blast to Weymouth. Jon Adlard had to show off and come past me at 50knts! I was not happy with this and have determined to fill his boat with lead to slow him down!

Once all safely moored in Weymouth, we headed to 'The Crown Hotel' to enjoy a couple of drinks prior to our evening meal. I had booked us a table at 'The Galley Bistro', just over the bridge in the Square. I would definitely recommend this restaurant to anyone visiting Weymouth. The evening meal was at 7pm and we had a set menu which we pre-ordered to help save time and confusion. There were over 20 of us and there were name tags on the tables to help, either that or they thought we would forget our names as the night went on! The meal was very good, all served on time and everyone got what they had ordered. After the meal we headed back to the hotel to enjoy a few more drinks before bed started calling us.

The following morning we woke with slightly jaded heads and an overcast sky. We had breakfast and all too quickly it was time to head back to Yarmouth. A mistake was made at this point: two of the boats had said they were getting some fuel so they headed out while the rest of us prepared our boats. We then made our way out of the Marina, past the fuel pontoon but no sight of the other boats. We thought they must have headed on back together and would be a few miles in front but we should catch them up along the way. We tried to radio them and call their mobile 'phones but there was no answer so we pressed on.

Once we arrived at St Alban's Head we still had not passed them so we all tried to radio them again but again no answer. It was possible that they were making good time and were still ahead so we went on. St Alban's was a little bumpy but not too bad, and Poole Bay had a few lumps and bumps but all in all a good run back. We ran very close in to shore to again take in the scenery.

Having passed the Needles there was still no sign of the other two boats. I headed into Lymington while the others went to Yarmouth to have lunch there. I rang the other boats and this time got through. They had just passed the Needles so they were in fact about 20 minutes behind us. They had gone into Portland to get fuel as Weymouth didn't have petrol left, and this had put them behind us from the start. Although they were perfectly safe and ran back together, we could not raise them on the VHF or 'phone and could only assume they were ahead of us.

It highlights the importance of communication with others if you have to divert away from the group to ensure that people know where you are and what you're doing. Its also imperative that everyone uses the assigned VHF channel during cruises so contact between all boats is maintained. (See also page 20!)

All in all it was a great weekend and a good start to our season. Let's keep our fingers crossed for a good summer and lots more cruises. See you all soon.

Loujescha



Ocean Devil



Storm Breaker

Arriving in Weymouth



Seahawk and Dizzy Lizzy



Moored up at Weymouth



Dwarfed by a Condor ferry



Heavenly Highlands

by Mike Deacon



Dougie Crockett and Brian Fairlie on board *Arriba*

The 2010 BIBOA Highland Fling pilgrimage
Tuesday 27th April to Wednesday 5th May
as seen by Mike & Maggie Deacon in ***Due North***

This Scottish cruise was planned as seven days adventurous RIB cruising although several crews would extend their holiday to take full advantage of the wonderful scenery and experiences in this world famous area. Various crews would drop in and out for a few days, that's a major part of the fun ... you never know who to expect! We were based in the excellent Portavadie Marina in Loch Fyne within easy reach of many great cruising areas.

At various times the runners and riders were:

| | | | |
|---------------------|---------------|-----------------|--|
| Arriba | Marlin 7.5m | Suzuki 300hp | Dougie Crockett, Brian Fairlie & Brian O'Neal |
| Highlander | Ribcraft 6.8m | Twin Yamaha 115 | Peter Zurrer & Robert |
| Naughty Lady | Ribcraft 5.5m | Suzuki | Hubert & Dorothea Stroetmann |
| Just Looking | Ribcraft 5.8m | Suzuki | Margot Hendrie & Leslie Macfadden |
| La Bamba | Ribcraft 5.8m | Yamaha 100 | Bernie & Richard Hanreck, Colin Lockett |
| Due North | Scorpion 8.5m | Yanmar 315 D | Mike & Maggie Deacon |
| Nomad | Tornado 5.8m | Yamaha 120 | Steve Weston |
| Seahound | Scorpion 10m | 2x Yanmar 315 D | Chris, Helen, Sarah & Claire Strickland plus Claire's boyfriend Will |
| Venom | Cobra 7m | Suzuki 175 | John & Annie Griffiths |
| Blue Tube | Revenger 27 | Merc Opti 225 | Marc, Viktoria, Klara & Lucas Lyne |
| Scot Seats | Revenger 7m | Merc Opti 150 | Jono Gordon, Ali & Findlay |
| Mike Juliet | Pacific 22 | 175hp Diesel | Michael Jackson and Richard |
| Cuchulainn | Redbay 11m | 2x Yamaha 300 D | Callum & Anne Stewart |

Monday 26th April. Five RIBs have arrived, *Arriba*, *Seahound*, *La Bamba*, *Nomad* and *Due North*. Dougie took the fleet on a gentle run to Inveraray where we tied alongside a rickety, slippery pier for a few hours to wander around the town, visit the world famous jail (museum!) and lunch. We then cruised to Ardrishaig at the start of the Crinan Canal for a look at the Corpach basin. We'll draw a veil over the reason for an extended stay at Ardrishaig: faint memories of the water level dropping rather quickly, something to do with the moon perhaps? As visitors, we were of course totally reliant upon the years of local knowledge in one of the fleet, perhaps this was

Cuchulainn



Nomad & Scot Seats



Arriba



Just Looking



Naughty Lady



Due North



Blue Tube



Venom



Highlander



La Bamba



Seahound



Mike Juliet

BIBOA's accommodation at Portavadie



the effect of the 'Beck's tidal curve' ?

Tuesday 27th April. An easy run from Portavadie over to Loch Ranza on the North tip of Arran where there is now a long and very smart pontoon for visiting craft. Morning coffee in *Arriba* alongside the pontoon, followed by a bumpy head sea run down to the small fishing port of Carradale on the Kintyre Peninsula where we secure to the old stone pier, a very atmospheric setting.

Some crews struggle up the steep hill whilst other, more canny sorts, flag down passing cars and wave at the walkers as they pass on the hill ... grrrr! After an excellent lunch in the pub at the top of the hill, Brian Fairlie tries to don his immersion suit with a leg down an armhole; tricky but it had been a good lunch! The wind has increased and the RIBs buddy up for a thrilling following sea run back to base.

Wednesday 28th April. Today is a 'special' birthday for Claire Strickland, so it's a sing-song when she appears at morning briefing and, "Would you like some haggis-flavoured icing on your cake?" A good sunny day as we cruise up West Kyle, past Kames and Tignabruaich, through the Kyles of Bute and rendezvous in Tomont Bay, at the top of Great Cumbrae Island, with *Highlander* and *Naughty Lady*, who have run up from their holiday base at Holy Loch Marina. Peter in *Highlander* is a very longstanding BIBOA member from Switzerland. He trails *Highlander* to Scotland once or twice a year, "For the scenery and the easy going way of doing things," he says. Hubert and Dorothea in *Naughty Lady* have trailed from Germany. They've been on these cruises many times before and they're great company.



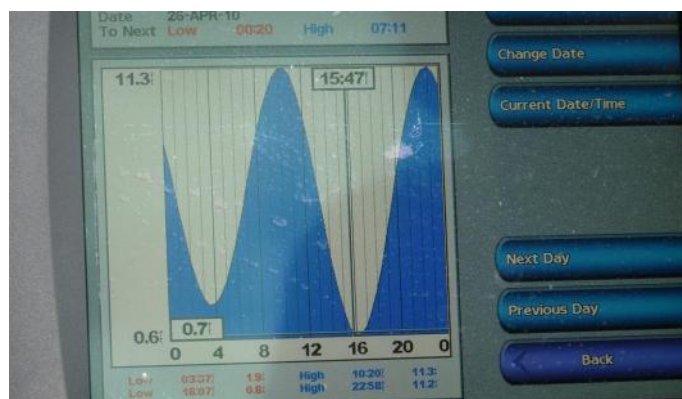
Dougie's breakfast!

After leaving Tomont Bay, the fleet run to Kerrycroy in Kilchatten Bay, just south of Mountstuart (home of the Marquess of Bute for over 250 years) to view the rustic-English style 19th century village houses. Then it's a thrilling ride in a rolling following sea to Rothesay for a look around the town and the famous elegant marbles' toilet block!

After lunch we set off to see the five large container vessels moored/mothballed in Loch Striven. The scenery is wonderful but there is a slightly sombre background, seeing these substantial ships of commerce lying idle. We return through the Burnt Isles with a gentle run into the exceptionally scenic Caladh Harbour in Loch Riddon.

Thursday 29th April. Today is a really good day; a beam sea run for morning coffee in the Loch Ranza Hotel and the more adventurous teams walk to the Arran Distillery for a guided tour. We're all then off to Lamlash inside Holy Island for lunch at the Pierhead Tavern where Bernie surprises us all (and himself) with his finely honed skills at the pool table.

It's then back to sea for a 30 nm very smooth run down to the old BIBOA haunt of Sanda Island. We are met at the quayside by the owner who gives us the sad news that today is his last day on the Island as it has been sold. He very kindly permits us to wander a little whilst Dougie exchanges reminiscences with him. We're so pleased to have perhaps been the last visiting RIB crews permitted to land but we're careful when leaving as the resident sheep dog has a party trick of nipping departing ankles whilst the owner is concentrating on the slippery transfer from seaweedy slipway to RIB; nice one Lassie. Sanda has now been purchased by Swiss businessman



Morning coffee at Loch Ranza



Michi Meier for £2.5 million and the island's growth as a tourist destination may come to an end as the new owner has said he wants the island for personal use.

Dougie in *Arriba* leads us to anchor for tea afloat in Carradale Bay before we return to base after a fascinating and action packed day, a really superb day's excursion, we've seen so many interesting things.

Friday 30th April. After the usual morning briefing, it's a cruise past Ardlamont Point, up West Kyle, pick up visitor moorings at Tignabruach and walk to the Burnside Bistro for Peter's favourite of GIANT meringue and a mug of hot chocolate ... cholesterol heaven! We then double back for a very sunny and calm sea run up Loch Fyne; on the way we slow for a photo opportunity alongside an old Clyde Puffer. We then moor to the new pontoons by the Oystercatcher Inn at Otter Ferry, with far reaching views across upper Loch Fyne towards Kilmory Castle. This is RIB Valhalla! On the return to base, we carefully nose into North Bay, by Barmore Island, for a glimpse of Stonefield Castle Hotel where BIBOA has previously enjoyed a fantastic evening reception.

Saturday 1st May. Today, Marc is joined by skipper Viktoria and first mates Klara and Lucas; we also have Kevin from www.hotribs.com, who has taken part in almost every BIBOA Scottish cruise and is a founder member of the Association. We head South from base, pass inside Inchmarnock and rendezvous with *Highlander*, *Naughty Lady* and *Venom* by the disused coal-fired lighthouse on Little Cumbrae, before heading up to Millport, on the South side of Great Cumbrae, for lunch. We're joined by Callum and Anne in *Cuchalainn* in their



Putting a leg into an armhole!

marvellous 11m twin diesel Redbay Stormforce RIB. A few years ago, Callum and Anne cruised from Scotland to the Isle of Wight and onward to France, stopping in Cherbourg, in '*Tam O Beastie*', their previous, trusty 7m Redbay powered by 240 horses; they're very seasoned RIBsters.

Just Looking ferries us back to the moorings but there is now a strong wind over tide running in the Firth of Clyde: a clear head and caution are needed to avoid a very cold bath over the bow and we're glad to head into the lovely Holy Loch Marina for tea. We've experienced their exceptionally helpful and friendly attitude on many previous visits and it's good to return there. Late in the afternoon we're off up Loch Long, past a familiar watering hole at Ardentinn, and we tie up to visitor moorings at Lochgoilhead for a pizza. Late in the evening we head into a very low sun for a magical journey back through the Burnt Isles where we raft up to *Arriba* in a quiet backwater known only to locals; we watch seals at play before heading back, slowly, to base ... a day to remember.

Sunday 2nd May. Today is to be another adventure: we're off to the spectacular basalt and granite stack of Ailsa Craig, referred to locally as 'Paddy's Milestone'. This is only 100 ha in area but rises 338m (1109 ft) straight out of the sea. It hosts an immense colony of gannets, believed to be more than 5% of the total world population, together with many more species of birdlife.

Due North and *Blue Tube* reach Ailsa at mid-day and slowly cruise around taking photos of gannets and seals; Marc, Viktoria, Klara and Lucas scramble ashore on the old pier to explore the 1868 lighthouse and the workings for the micro-



Lamlash



Bernie, the pool king



Rothsay on Bute



The Loch Long missile police



granite previously used for curling stones. Shortly, we're joined by *Highlander* and *Naughty Lady* out of Holy Loch Marina and Peter uses *Highlander's* 'keelguard' to collect and deliver intrepid adventurers from the shore, thanks Peter.

We leave after an hour and Lucas helms *Due North* as we race *Blue Tube* back up Kilbrannan Sound to Davaar Island at the entrance to Campbeltown Harbour; as we approach the Old Quay we're met by an RNLi RIB, "Please keep at least 100m clear of the dredger alongside the quay, she's dredged up an unexploded torpedo". "Yes sir, we'll do just that, and more!"

After lunch in various hostelries, the constabulary tell us the harbour is completely closed and we're captive in Campbeltown at 14.00 on a Sunday awaiting the disposal squad, who are not expected for several hours, great. We're released around 18.00 and return to Portavadie Marina via Loch Ranza; another action packed day, a good one for memories.

Monday 3rd May. We say farewell to family *Blue Tube* and others as they head home. We liaise with *Highlander*, *Naughty Lady* and *Venom* in Loch Striven and go to the end of the Loch to soak in the scenery, bliss. Then it's off to Otter Ferry once more; it's such a great trip up Loch Fyne and so easy to tie up to the sunny pontoons by the Oystercatcher Inn. On the return, we secure in the scenic fishing harbour of East Loch Tarbert for a few hours' wander and later we run in a rising sea over to Ascog just south of Rothesay. But, the jetty there is full (of RIBs) and all decide to return to our respective bases: *Due North* to Portavadie and the others in the opposite direction in Holy Loch. Mike, in *Due North*, says he'll accompany the others for some 5 nm before turning North into the smooth waters of East Kyle.

Mike then commits a cardinal cruising sin and changes his plan



Exploring Ailsa Craig (and images above)



Drama in Campbeltown



without informing the others: he turns South rather than North and runs back into the chunky head seas. The others don't see his change of plan, become concerned he isn't with them, and they return to Ascog to search. No VHF due to headlands and mobile phone can't be heard on *Due North*. Just as they consider alerting Clyde coastguard, Mike sends a text message: "Have arrived". Plain language 'phone calls follow and Mike feels suitably chastised. It's a good reminder to all: notify a change of plan. (See page 15!)

Tuesday 4th May. It's a day for history and ice cream as *Highlander*, *Naughty Lady* and *Due North* meet at Little Cumbrae Island for a photo session before securing in the very hospitable Largs Marina. Kevin organises a mini-bus and we're soon at the Largs Viking Museum for a very interesting history lesson; those Vikings were just amazing, not a chart plotter or GPS to be seen, just a lode stone or two! John and Annie join us from *Venom* and it's real naughtiness in the famous Nardini Ice-cream Parlour, yummy. We say our farewells, return to bases and vow to meet again for another BIBOA ScotRIB cruise.

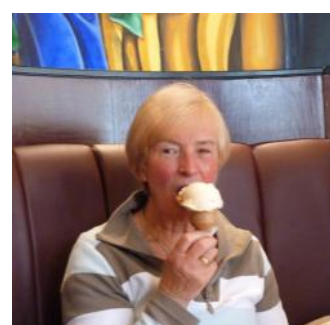
We must also mention the two superb BBQs prepared for the fleet by Brian Fairlie and then by John and Annie Griffiths. We all appreciate your effort and skill on our behalf, thank you.

Take a look at the Voyage Tracks and video posted on the BIBOA cruising forum by our IT expert Marc from *Blue Tube*. They are full of interesting detail. Several members now have this equipment so stand by for more... (See page 27.)

VERY many thanks to Dougie in *Arriba* and Peter in *Highlander* for organising yet another adventurous and truly memorable cruise. All of us really can't wait to meet again in these fabulous waters.



Dorothea can't resist temptation...



...and this is why!

The 'Highland Fling' continues on page 25.

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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 | |
| TUES 27 APR - WED 5 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 - SUN 13 JUN | Galway Bay | Round Ireland Race | ISA | Justin McInerney | enquiries@ roundire- land.org | |
| SAT 12 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 | |
| SAT 25 JUN - SUN 26 JUN | Plymouth | Plymouth National Race | OCRDA | Shirley Simpkins | 07771 567111 | NC |
| THU 8 JUL - SUN 11 JUL | Solent - Jersey & surroundings | Jersey Jaunt | BIBOA | Julian Lyas | 01732 866553 | |
| 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 | Email:ensigncraft@aol.com | | 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 9 OCT - SUN 10 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

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

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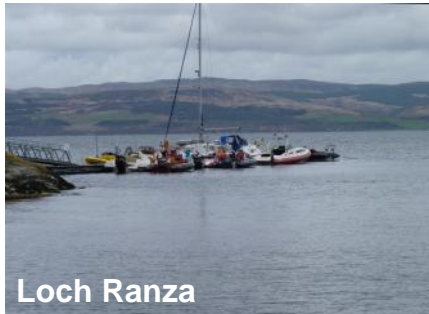
Highland Fling: A wee bittock mair



Ardrishaig



Loch Ranza



Loch Ranza



Sanda Island



Tighnabruaich



Oystercatcher Inn,
Otter ferry



Oystercatcher Inn,
Otter ferry



Tighnabruaich



Millport



Lochgoilhead



Lochgoilhead



Lucas at the helm



Campbeltown



Peter Zurrer



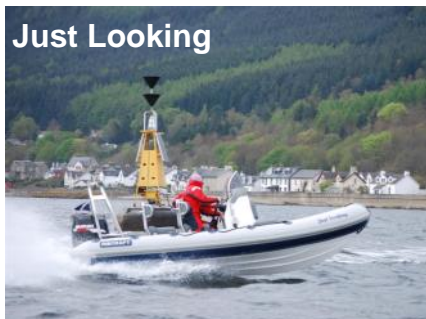
Highlander



Naughty Lady



Blue Tube



Just Looking



John & Annie Griffiths



Ailsa Craig



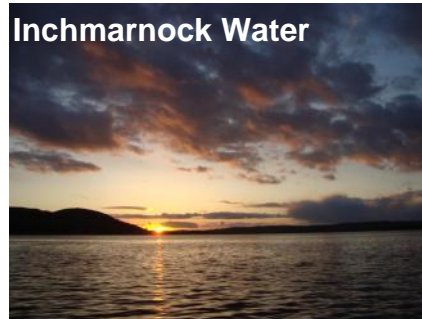
Ailsa Craig



Peter Zurrer



Due North



Inchmarnock Water



Due North



The Burnt Isles



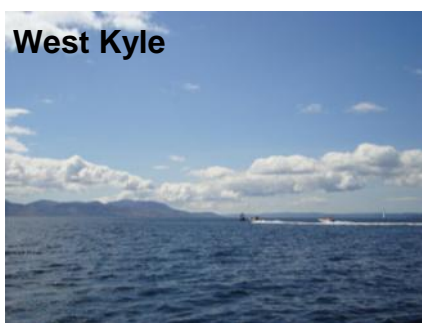
Loch Striven



Highlander



Millport



West Kyle



East Loch Tarbert

New Kid on the Loch

So, as a relative newcomer to BIBOA, the Highland Fling Clyde cruise goes like this, *says Marc Lyne*:

During the 'Brass Monkey' cruise I was speaking with other BIBOA members and they explained the Scotland cruising experience: "It's brilliant," they said, "great scenery, abundant wildlife, pubs on the waterside, no over-crowded waters and the cruise is run by the charismatic Dougie Crockett and the long-time BIBOA International Member of the Year Peter Zurrer, who tows his RIB all the way from Switzerland." Brilliant, I thought, I should make the effort and get up there.

Then the reality set in: get trapped in Egypt due to ash cloud, hit work for three days then off again with apologies, move the trailer down to Lymington, pick up *Blue Tube* – Revenger 27, drive 600 miles North and stay in a cottage by the side of a marina. My two crewmen were also trapped by the ash cloud, 'best made plans' and all that. So I am thinking, am I slightly mad driving 10.5 hours, down some very narrow and twisting Scottish roads, with a 10m trailer behind my car to be with some strangers on unfamiliar waters on my own?

How wrong could I be? Arriving at the marina, offers of help and refreshments abound; we are off to a great start. Dougie has picked an excellent marina as cruise HQ, Portavadie Marina, the plushest marina I have ever been to. They even have hair straighteners in the gents' toilets, not that I will be needing those! The cottages are perfect and I know they will be good for my wife Viktoria and our kids who will arrive later in the week, sensibly by air!

In the morning, we are greeted by bright sunshine and great views across the marina and Loch Fyne. Then comes a shout from the cottage next door. Dougie and his team have breakfast on the go (Brian Fairlie is breakfast Masterchef), would I like to join them? Definitely. Then off to the 10am

briefing. After the serious part, ie. destination(s), who is going, timings, tides, issuing of laminated cruise details sheet ('phone numbers, names, safety details) etc, it is evident that Dougie has it all in hand and he knows these waters very well indeed. I guess that's what happens when you have been on these waters since childhood. Then it's the daily 'dickhead' cap awards ceremony, and the hat goes to Chris Strickland for some 'Mister Mina' from the day before. Was it leaving the oil filler cap off a *Seahound* engine or something similar? I can't quite remember. The hat award ceremony certainly confirms that I don't want to be tomorrow's recipient, fingers crossed!

The week went very well indeed. Highlights included: great company, fantastic scenery, dolphins swimming alongside (having been mocked all week for not seeing any, they appeared as soon as Dougie and Mike had stopped hurtling around ...), seals, spectacular diving gannets, Arran distillery, Kyles of Bute, Sanda Island, landing on the magical Ailsa Craig, getting trapped by an unexploded bomb at Campbeltown, The Oystercatcher Inn at Otter Ferry, being stopped by police at the missile loading bay on Loch Long, the local beers and excellent pizza at the Shore House Inn at Lochgoilhead where they have an 'open kitchen', a wood-burning Pizza oven and wonderful views over Loch Goil towards our RIBs, heaven!

My family and *Blue Tube* thoroughly enjoyed their adventure and we will **definitely** be going back next year.

Many of the routes and videos from the week are linked from the forum at www.biboa.com. Click into CRUISING and into CLYDE CRUISE April/May 2010. To shoot the video I used the inexpensive GoPro HD camera to shoot the video, Cyberlink PowerDirector to edit the video and Google MyTracks on my Android phone to log my routes.



Devonshire Delights

*by Mike Deacon, Richard Goddard
and Richard Longden*



Blue Ray and Blue Tube off Brixham

The BIBOA Dartmouth cruise ... Mike Deacon, Richard Goddard and Richard Longden give us three articles on a great family cruise.

Mike Deacon reports:

A massive fire, 30 knot winds, two new boats, a grounding, a SIB, chess & draughts, a powerboat race, cream scones, water skiing/wake boarding watched by a mountain goat, a Dartmouth curry, Lulworth Cove, Chapman's Pool, return to base ... phew, a real fun and adventure-packed BIBOA cruise.

Runners & riders:

Grey Ghost with Phil Boarer and Martin & Charlotte Mundy.

Scorpion with Julian (cruise leader) & Roger Lyas.

Blue Tube with Marc & Victoria Lyne and their children Klara & Lucas, together with Richard & Vanessa Longden with Mia & Max.

Storm Breaker with Paul & Bryn Beaurain.

Blue Ray with Trevor, Pam & Richard Goddard.

Ocean Devil with Jon & Ben Adlard and Kevin Wakely.

Hot Lemon with Mike Deacon.

Friday 28th May. Early riser (!) cruise leader *Scorpion* leaves Lymington in company with *Ocean Devil* prompt at 09.30 and sleepy *Hot Lemon* joins them when they stop for a break off Portland Bill after a pleasant run under sunny skies. Lyme Bay is the usual uncomfortable choppy crossing as the wind builds towards the evening forecast of westerly F 5-6 and we arrive at 14.00. We revive spirits by gently subsiding in 'The Floating Bridge' tavern next to Dart Marina, only to awake as a fleet of fire engines, police cars and ambulances rush past with sirens blaring.

We watch as additional crews from Brixham and Paignton arrive on the eastern side of the Dart and cross on the Higher Ferry: amusement to hear a brief fire appliance siren when the ferry is mid-stream, "Step on it, skipper". Black smoke billows from a Grade 1 listed Tudor building in the town centre where an electrical fault in a fish & chip shop results in gutted buildings but hopefully saved facades. Our planned evening in 'Kendricks Restaurant' is cancelled as they are opposite the fire and 'The Floating Bridge' kindly backstop at short notice with an excellent two-course feast for tired RIBsters.

We're in contact with *Blue Tube* which left Lymington at 16.45 for Dartmouth with three people on board, and we're relieved as they arrive at 22.15 after a really tough run against heavy winds and seas. They made a seamanlike decision to run close inshore around Lyme Bay and the Coastguard tracked them much of the way; Berry Head CG confirmed their speed as 15 knots, a tough but very capable run.

Saturday 29th May. It's blowing hard and *Blue Tube*, *Ocean Devil* and *Hot Lemon* opt to take a gentle voyage up the Dart to Totnes. Andy, Petra and Jason Micklewright from Brixham join *Hot Lemon*; Andy is well on his way to recovering from a serious accident at work which broke both his legs plus a few more bones. It was good to see them and we all wished Andy a speedy recovery. But ... for the voyage to Totnes we've underestimated the low water spring tide: *Ocean Devil* turns back 1 nm short of target; *Hot Lemon* nudges mud, chips a prop and turns back 0.5 nm short - team *Blue Tube* are made of more adventurous stuff and punt their way to within 0.25 nm of Totnes to secure alongside at the very helpful St Peter's Quay followed by a gentle walk to the excellent 'Steam Packet Inn' which is right on the waterside for an afternoon of pub games and Totnes exploring.

Back at Dart Marina, *Storm Breaker* and *Blue Ray* arrive during the morning after a challenging early run into rising winds. Trevor, Pam and Richard are delighted in their new *Blue Ray* which is a Shearwater RIB with an excellent 'wrap-round' console having a twin berth cuddy cabin. These two teams spend a restful day making minor repairs, exploring Dartmouth and dozing in the sunshine, no silly 'mudlarks' for them! All teams meet later in the 'Spice Bazaar' for a superb Indian curry.

Team *Grey Ghost* arrives during the evening after a tough afternoon run into a westerly F 7-8. They lost an elephant tube cockpit drain hose in the rough conditions and put into Weymouth to repair; on arrival in Dartmouth it had failed again and for Saturday night Phil sealed the 75 mm hull opening using a nifty 'fixit' of a 30 cm length of bicycle inner tube inflated into the opening. Many thanks to Scott Braye of www.RIBrepair.com who had made it up for *Hot Lemon* a few weeks previously. On Sunday morning, skipper Phil got a tad damp when replacing both tubes with more robust spares.

Grey Ghost



Scorpion



Blue Tube



Storm Breaker



Blue Ray



Ocean Devil



Hot Lemon



Images courtesy of Paul Beaurain, Mike Deacon & Trevor Goddard

Portland Bill



Sunday 30th May. A sunny day with much reduced winds, and *Ocean Devil*, *Grey Ghost* and *Scorpion* leave for home. During the morning, Bryn B and Richard G take *Storm Breaker's* SIB (small inflatable boat) on an exploration up the Dart: much more sensible than trying to use a RIB! *Blue Tube* and *Hot Lemon* cruise to Brixham to meet Andy, Petra and Jason Micklewright and explore the Brixham Heritage Festival.

After lunch, *Blue Tube* returns around Berry Head to St Mary's Bay where they take to their water skis and wake boards watched by a hillside goat and the RSPB webcam. Meanwhile, *Hot Lemon* inadvertently runs through a powerboat race in Tor Bay before being guided by team Micklewright on a mystery tour around Hope's Nose, Babbacombe Bay and towards Teignmouth before returning to Dartmouth.

In early evening sunshine, *Blue Ray* and *Storm Breaker* cruise to Brixham for an overnight stay.

Monday 31st May. *Storm Breaker* leaves Brixham at 07.30 to run home, while *Blue Tube* and *Hot Lemon* join *Blue Ray* in Brixham at a Sunday sensible 09.45 and head home taking in some close-to-shore scenery around the dramatic Lyme Bay coast. *Blue Tube* and *Hot Lemon* swap skippers and crew to experience different craft, an 'exciting' experience for all!

We stop in Weymouth for lunch and cruise home later with stops in Lulworth Cove, Mupe Bay, and Chapman's Pool, with a play in the rollers off St Alban's Head and Anvil Point plus a 'photo opportunity' at Old Harry Rocks.

All in all, a really enjoyable family friendly BIBOA cruise with safe, reliable RIBs and great company. Roll on our next cruise in a few weeks' time.

Richard Goddard (age 12, motley crew in *Blue Ray* and sometimes *Hot Lemon*, *Blue Tube* and *Storm Breaker*) reports:

Saturday 29th May.

After buying our new boat, *Blue Ray*, an 8.6m Shearwater cabin RIB with a 275 hp Mercury Verado outboard, we were looking forward to our first cruise. We left home at 5 am on Saturday to miss the worsening weather later in the day and buddied up with Paul and Bryn Beaurain in their 8.4m Redbay Stormforce RIB *Storm Breaker*. As we were going to Yarmouth, we saw something fly over the console. This was the cushion of our suicide seat (the one in front of the console) which had blown off because the double-sided tape was no longer sticky. As we picked it up, our engine cut out! Panic ... an engine kill cord had been flicked off; two small problems in the first ten miles! I was beginning to think, what next would go wrong?

Blue Ray and *Storm Breaker* set off at a steady pace expecting bad conditions at Anvil Point and Portland Bill. At Anvil Point the water was dead flat! Probably the flattest we had ever seen it. We carried on to Portland Bill to find more flat calm seas! Upon rounding the Bill, conditions suddenly got worse and the waves were a lot bigger – perfect for testing our new RIB. It started to rain as we crossed Lyme Bay and with the spray it felt as if we were getting buckets of water thrown at our faces every few waves. The swell was big, and we stuffed the boat and filled the cockpit with water. Occasionally we changed course straight into the waves which was very uncomfortable. It was a slow and painful ride (we only had two more hours of this!). Eventually we stopped in Brixham, with a sigh of relief, to get some petrol, only to find that they only sold diesel! Paul filled *Storm Breaker* and



Team Grey Ghost



Brixham



his fuel gauge was so accurate that it was exactly the same reading as the actual amount he put in.

We had just six miles into Dartmouth from Brixham but in theory we had already used most of our fuel (255 litres). The chop going around to Dartmouth was even worse than the swell in Lyme Bay. Thankfully, it wasn't a long trip and I amazingly fell asleep in the rough sea - or so Mum and Dad say - I don't remember! We refuelled at the Dart fuel barge and, as expected, the petrol price was through the roof at £1.76 per litre. Although our gauge had shown empty since half way across Lyme Bay, we actually had about 30 litres spare as we could only fit 225 litres into the tank.

At Dart Marina, we met up with most of the others who were on their way to 'The Floating Bridge' pub for refreshment. They told us that they had tried to reach Totnes at the top of the river Dart but, on a falling tide, *Ocean Devil* and *Hot Lemon* had turned back but *Blue Tube* had continued and did reach close to Totnes, although they ended up aground. They moored up and waited four hours in 'The Steam Packet Inn' for the tide to return.

Bryn and I walked up to town to get some lunch and look at the fire damage to the lovely old buildings, a great shame. We heard that Team *Grey Ghost* (a 10m Scorpion cabin rib) were attempting to make their way from Southampton but the weather had got substantially worse and we were worried about them. They had started at 1.30 pm and had stopped at Weymouth to repair a broken elephant trunk which was letting in water. They were expected to arrive at about 6.30 pm but there was still no sign of them when we went to dinner at 7.30 pm in the 'Spice Bazaar' Indian restaurant. Service was a little slow on a busy Saturday night but the company was good and I found it amusing listening to the others telling their boating stories. We



Old Harry Rocks

were very relieved at 10 pm when Team *Grey Ghost* arrived looking worn out by their very rough voyage.

Sunday 30th May.

On Sunday morning, *Grey Ghost*, *Scorpion* and *Ocean Devil* left for home in much better weather conditions. Bryn and I went up river in *Storm Breaker's* SIB, *Junior*, with its 3.3 Mariner outboard, which was great fun. The adults went for a walk and a coffee - boring - but we joined them later and went for a walk on the other side of the river near the steam train, unfortunately too late to take a ride.

In the evening, *Blue Ray* and *Stormbreaker* went around to Brixham for the night and we had a free berth (via our MDL dry-stack deal); we had a lovely carvery in the 'Prince William' restaurant right next to the mooring.

Monday 31st May.

I was still asleep the next morning when Paul and Bryn left at 7.30 am but I was wide awake when *Hot Lemon* and *Blue Tube* arrived at 9.30 am. I hopped onto *Blue Tube* and Lucas drove *Hot Lemon* under Mike's close supervision.

Blue Tube is a Revenger 27 with a 225 Mercury Optimax outboard and her speed was awesome! The conditions were dead flat across Lyme Bay where Mike and Marc swapped places so that Marc was driving *Hot Lemon* and Mike was driving *Blue Tube*. Mike bombed it and managed to get her chine walking - unintentionally, of course! We got together just before Portland Bill where Mike hopped back onto *Hot Lemon* with Marc still onboard, "to show him what a proper boat was like." They took *Hot Lemon* out into Portland Race for a bit of fun and went across the Bill a few times.

We stopped in Weymouth for a pub lunch and the food was good



when it arrived. We set off again and I hopped onto *Hot Lemon* and Lucas and I shared the driving. Anvil Point was a bit choppy (Mike took over for that bit) and Mum and Dad stuffed *Blue Ray* again and got a bit wet! Glad I wasn't on it. We stopped for picnics at Old Harry Rocks and saw a herd of maniacal jet skiers whizzing in between the rocks and hopping over our wake.

We had had a wonderful day travelling back in *Blue Tube* and *Hot Lemon* in lovely conditions and waved them goodbye at Lymington before setting off back to Southampton.

Overall, a very, very good weekend and *Blue Ray* performed brilliantly. A few minor bits fell off in the rough - like the mirror in the cabin - but that's what breaking in a new boat is all about, isn't it?

Richard Longden in Blue Tube reports:

A (not so) quick cruise to Dartmouth, avoiding Lyme Bay. And, the Coastguard system works!

It was the best of times (5 pm on a Friday); it was the worst of times (the tide was against us, and so was the wind); it was the age of wisdom (or so we thought); it was the age of foolishness (or so we found out).

Little did we know, as Lucas, Marc and I set out from Lymington, that the *Blue Tube* cruise to Dartmouth was going to take more than five hours, the quickest part being the first half mile down Lymington river! That said, I doubt we would have changed our decision to set off. With wives (and sister) already travelling down by car, the race was on!

As we left, we contacted BIBOA Dartmouth with our ETA of 20:30. We screwed in our earplugs, which seemed like a good idea at the time, but which failed to cut out the whine of the Mercury, the constant crashing of the hull or the occasional rattle of Marc's fillings, although it would become clear that they were pretty effective at cutting out the numerous mobile phone calls and VHF requests from BIBOA Dartmouth and various Coastguard stations!

So, reckoning on three and a half hours' running, we ran final checks, cruised gently down Lymington River, set a bearing and set off. Sea spray showered the boat, the sun still beamed through the grey clouds and we were really pleased we would not be stuck in a car for the next three hours.

By the time we reached the Needles, reality had set in and we had realised that heading directly for Portland would be an impossible 40 mile slog into a back-breaking westerly 'breeze'. Running against the tide, our speed over ground was a blistering 13 knots and at this rate the first leg to Portland would take us at least two and a half hours. With the wind directly on the nose

and with our nerves and kit taking a hammering, we bore away to keep closer to the shore, gaining around two knots and adding eight miles to the leg.

After two hours we entered Portland Bay at 35 knots and felt we were making good progress, with ten miles of headland giving us some welcome shelter. But it was pretty clear what lay ahead as we rounded Portland Bill and any hope of heading straight for Dartmouth, a mere 50 miles as the crow flies (although none would be mad enough to fly today), was dashed. Shedding speed again to a now familiar 15 knots, we hugged the coast across Lyme Bay and soaked up the scenic 66 miles. The time by now was 19.30 and with another three and a half hours ahead of us it was time to text ahead to advise of our late arrival. Lucas had not once mentioned he was bored but you could see he was beginning to wish he'd taken the car, even with his sister. The A35 was becoming an increasingly attractive alternative for a nine year old without his Nintendo DS.

Heading into the setting sun, it was reassuring to see the coastguard overhead as they headed along the cliffs towards Portland. And after an hour and a half of confused seas, the wind eventually began to ease and we began to pick up the pace again. Running down the Jurassic Coast beyond Lyme Regis, we had *Blue Tube* cruising at a respectable and steady 40 knots. Rounding Sharkham Point at around 22:00 the only light was from ships at anchor and a few sailing boats heading for Dartmouth, which we finally reached around 22.20.

On passing Dartmouth Castle we were greeted by a very concerned Harbour Master. "The name of your boat, what's the name of your boat?" she repeated, before we could answer. It was only then, after checking our text confirms that it became clear that our text messages had not been sent to BIBOA Dartmouth. And whilst we'd been battling to get along the coast, the coastguard had been watching our every move. This situation became clear as our mobile phones registered a signal, and messages from coastguards along our route all came in.

Thankfully BIBOA Dartmouth had called the coastguard shortly after 20:30 when we had not arrived on time. Unbeknown to us, coastguard stations along the coast had been watching our slow, painful progress. It is a clear example of how well the system works. We now have *Blue Tube* registered on the CG66 Voluntary Registration Scheme (see article in this *RIBlines*). The earplugs did their job a little too well in some respects and next time we'll use a Bluetooth link to the radio and also ensure we receive confirm receipts to text messages we've sent out!

The rest of the weekend was plain sailing by comparison, with blue skies and calm seas. It was another successful and safe BIBOA family cruise with some useful learning experience thrown in.

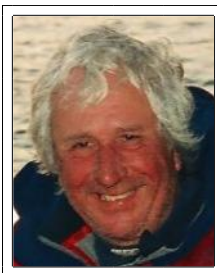
Jurassic Coast



Richard Goddard in Blue Ray takes forty winks on the way in to Southampton



BIBOA Racing Report



The **Brass Monkey Race** should have started the season, organised by The Royal Motor Yacht Club from their headquarters in Sandbanks, Poole Harbour. Club members including Mark Lyne and Gordon Compton were keen to show off their skills but unfortunately, due to a lack of entries, the Royal Motor Yacht Club (RMYC) had to cancel the race.

The **Cancer Charities Race** was again run by the RMYC, with new Motorboat Chairman Bob Eddings at the helm. Congratulations in your new post Bob, who is a staunch BIBOA member and scrutineer. The Safety Officer was your Membership Secretary Helen Strickland; this was her first RMYC event as No 1, so congratulations Helen!

I was driving the start boat *Seahound V* with Rory Power on the flags. The Green Flag went up as 11 boats set off from Boscombe towards the first mark at Bournemouth Pier.

Cliff Smith, in his V24 *Bat out of Hell* (320hp), had a £50.00 bet with Vee Ganjavian and Gareth Williams in *Fury*, a P1 Superboat (1400hp) racing in the unlimited class, that he would beat them to the first mark. Disaster nearly struck when a spectator boat appeared on the race line and stopped; both boats took very good avoiding action and Cliff lost 50 quid.

The race saw Gordon Compton, racing with Nicole Bailey in *My Pleasure*, being awarded the Sabre Marine First Diesel trophy, a very prestigious RM trophy with much history and won on more than one occasion in the past by Mike and Dave Deacon in *Hot Lemon*. Clive Prestige was navigating for Mike Spinks in his 27ft Cat *Lavery Lettings* but they lost part of their port sponson and had to retire in the increasing wind. Bob Turnbull was racing his Sunseeker XS *Absolute* with Hazel Smith as navigator (note: you don't have to race a RIB to belong to BIBOA). This boat arrived first at Torquay in last year's Cowes-Torquay-Cowes Race, just ahead of the Deacons in *Hot Lemon*. Unfortunately, *Absolute* then had fuel problems and retired from the race.

The winning boat in the **Cancer Charities Race** was *Fury* which is a 39ft Phantom that runs comfortably at 110mph. It had only arrived from America a few weeks earlier. On the race day, they had been all geared up for an attempt to break the record from Poole to Cherbourg but the French authorities advised they could not enter the harbour due to an exclusion zone in force around a Nuclear Waste Ship and *Fury* was therefore a late entry in the Race! Well done Vee and Gareth.

Looking ahead now, club members will also be racing at **The Harwich Regatta** (July 31- Aug 1st), at the **RMYC Needles Trophy Race** (Aug 14/15) and the 50th Anniversary Cowes Powerboat Festival which has two major races, the **Cowes 100** (Friday 27th Aug) and the historic **Cowes-Torquay-Cowes** (Sunday 29th Aug). **The Lymington Challenge**, our very own BIBOA race, will again run from the Royal Lymington Yacht Club on October 1st/2nd. In 2009 we had thirty entries and this year we will also be hosting the finals of the P1 Superstock racing. We anticipate full TV coverage of the event through P1 Powerboat Racing. This event has all the makings of a great weekend so come along and join in, it's your club.

Finally, thanks to all club members who help with safety on the water; no race can run without adequate safety cover and your help is much appreciated. Anyone who can assist with safety at any of the above races, please contact me for details.

Chris Strickland

Racing Co-ordinator

E: strickland.cj@virgin.net

M: 07957 355092

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 07831 468060.



Here Be Dragons!

(and gigs and skiffs and longboats and...)

Now for something completely different!

MOR DEN 2 does safety with the Great River Rowing Race

by Barry Holme



The Great River Race takes place on the River Thames each year in September. In the past it has always been held down river, starting at Ham House, Richmond and finishing at the Isle of Dogs in the centre of London. For the first time, the 2009 race was rowed up river, starting at Millwall slipway and finishing at Ham House.

The Great River Race was inspired by a 1987 charity event when the famous Doggett's Coat & Badge winners from the Company of Watermen and Lightermen rowed its 'shallop', or passenger barge, from Hampton Court to the Tower of London.

Entries are restricted to traditional style (international), coxed craft, powered by a minimum of four oars or paddles and, in keeping with the Company's historic responsibilities to apprentice and licence Watermen to carry passengers on the tidal Thames, each boat has to carry a passenger.

The Great River Race is developing into the 'London River Marathon' for rowing boats and is a gruelling 22 miles. There are nearly 40 different classes including: Cornish Gigs, Pembrokeshire and Celtic Longboats, Dragon Boats, Hawaiian Outriggers, Thames Skiffs, Whalers, Lifeboats, etc., etc., with classes for Juniors, Veterans, etc. Crews from Cornwall, Wales, Ireland, Holland and others join more local crews in this fascinating spectacle. Some row hard and seriously and others are just happy to be taking part. Each boat is handicapped to ensure an evenness in the event!



To ensure the safety of this large fleet (293 entries) on the 22 miles of river, some 50 safety boats, mainly RIBs, were organised by Chris Lowe from 'Northern Exposure'.

As one of these 50 safety RIBs, on Friday afternoon we towed *MOR DEN 2* to Ham House Car Park where there was a crane facility for the largest rowing and safety boats. Richmond High Street is not really the best place to be towing a large RIB, however, we managed to squeeze through – another year Kingston upon Thames would probably give better access. The crane duly arrived and was marshalled by Brian Bain, who soon had all boats present launched on the Thames. We were moored alongside a large Dutch Lifeboat, which buffered us not only from the landing stage but, as we were on the outside, from the bottom! Brian asked if we were prepared to tow this vessel to the start at the Isle of Dogs the following morning – this was duly accomplished.

Rowers and supporters were camping in a field at the Thames Young Mariners' site almost next door where, in the evening, a barbecue was held with bar and music.

As we were moored at the finish, the next morning we had to journey to the start, towing the lifeboat at a max speed of eight kts. Most of the journey was at 6 to 7 kts as this lifeboat had a mind of its own and wanted to wander off! An early start was called for – 0500 hrs – still very dark! Eventually we cast off at 0520 hrs and headed downstream. The tide was now dropping quickly, and with our charge in tow we were soon past the half tide lock at Richmond. Travelling in the dark on a part of the Thames that I had not navigated before was interesting! Thank goodness for GPS plotters! We soon found other vessels towing rowing boats on their way to the start – one had up to 20 in a tow. We had a convoy! In the darkness and then the grey light of dawn we crept down the river into London.

By 0830 hrs we arrived at Docklands and delivered our charge to the pontoon at Millwall slipway and then carried on to Masthouse Terrace Pier for the safety briefing. Another BIBOA stalwart, Chris Hinson, arrived soon afterwards. Chris has helped out at the race before and launches from the hard on the south bank, on Saturday morning.

The safety RIBs were designated their positions on the river and ours was mark boat/photographer at Waterloo Bridge. All safety RIBs and racers are equipped with GPS trackers so no hiding or sloping off early!

After the briefing, we arranged to collect the photographer from Canary Wharf Pier. To facilitate the transfer of our photographer, the Port of London Authority launch, *Richmond*, kindly allowed us to berth alongside. These vessels are powered by twin outboard diesels of 36hp each and leave a great deal to be desired as they are smelly and underpowered!

The majority of rowers were well-disciplined and followed the correct course: near the North bank and under the correct arches of the bridges (all 28 of them)! Of course there were the odd exceptions – one rowed into the mark boat and one decided it would cut the corner and use the wrong arch.

The dragon boats, with their low freeboard, provided most of the 'shouts', by sinking at or about Canary Wharf and Tower Bridge. One baled out and carried on, only to sink

again at Blackfriars. It was a dragon boat that was the overall winner with a time of just over two hours! The not-so-quick rowers took up to six hours but the majority took around three hours.

When all had passed we started to make our way slowly towards the finish. A small boat hailed us, with three persons on board, which was a rowers' support vessel that had lost power and would like a tow to Richmond. The tow was taken and the vessel was delivered.

Some eleven hours after setting out we returned to be craned out. The river was extremely high, right up to the top of the bank, with rowing boats 'beached' all along the bank. An hour after high water the river had dropped by some three or four feet, and by the time we were craned this level had dropped five feet or more.

MOR DEN 2 was recovered on to the trailer and safely moored in the trailer park. At long last we could visit the bar – oh, and use the facilities! The after race party was soon in full swing and carried on into the night.

This was truly a different safety boat experience, dealing with craft travelling below 10kts. It was a long day but we found it interesting, meeting new friends and enjoying the ambience of the day.

Total miles travelled on the Thames – 49 miles

Time on the water – 11 hrs 14 mins.

Fuel Used – 22 lts.

Will we do it again – probably! Further information can be found at: www.greatriversrace.co.uk and www.northernexposurerescue.org.uk.



Afloat in France

by Pam Goddard



Novices out in France – The reluctant other half's view!
By Pam Goddard,
novice and very part-time scurvy crew of *Dizzy Lizzy*.

When Trevor bought his first RIB, *Dizzy Lizzy*, a 6.5m Ballistic, at the end of May 2008, he enthusiastically took it out nearly every weekend through to the end of July. Whilst the kids joined in, as well as friends and relatives, I managed to "be busy" doing other things for most of the time. However, I picked my weekend well and did go out just once in the Solent when it was nice and sunny.

At the beginning of August, we went on our annual three week camping trip in West Brittany and, of course, *Dizzy Lizzy* had to come with us. We had thought that we would be able to launch her and keep her moored up in the local harbour at La Turballe for the duration of the holiday. However, the harbour was "full" and so we had to use the local slipway and launch and recover each time. Our first launch went well considering it was just me, Trevor and the two kids aged 9 and 10, and I did not have the first idea what I should be doing. However, because I had never driven the boat, Trevor took her around to the harbour where we could get on and I was left with the car and trailer. I had never towed the trailer before either! With some trepidation, I drove the car and trailer towards the harbour roundabout and car park. I thought I had given the roundabout a wide berth (well, as wide as the road would allow) but managed to get the trailer stuck on the roundabout! I reversed and went forward and reversed and went forward, but the trailer was wedged under the wickedly high curved curb. With the traffic on the harbour road beginning to build up, I got out and tried to lift the trailer sideways but it was too heavy. Sweating with embarrassment now and with a growing audience, I was finally rescued from my dilemma by two French men who had got fed up of waiting for this stupid Englishwoman, and manfully lifted the trailer sideways by about a metre. This gave me enough clearance and I managed to get into the car park and parked up with no further incident.

Still feeling rather flustered, I found the others and got onto the boat. It was a gloriously sunny day and the sea was dead calm. We had a great blast out to a nearby island where we anchored offshore and had lunch on the boat. The Ballistic is great for this sort of picnic lunch because of the bow seats and the picnic table. When we got back to the slipway, although the sea was fairly calm, there was quite a swell at 45 degrees to the slipway. I had had some tuition on driving the boat, so after dropping Trevor off at the harbour to get the car and trailer, I drove it around to the slipway. Once he had reversed and was in place, I edged the boat up to the trailer. It was in a perfect position for about a second, but then the swell lifted it up about a metre and pushed it sideways. Although Trevor had the front of the boat, the swell was too much and we fought to get the boat aligned so we could pull it onto the trailer. Again, quite an audience was building and we were getting no further with actually retrieving the boat onto the trailer. We were struggling just to keep hold of it! Once again two French men came to our rescue and rushed down into the water (still fully dressed) and held her steady until Trevor could finally winch her onto the trailer. It's a good thing the French don't mind stupid English people who can't recover a boat or drive a trailer around a roundabout! A few days later, we were the audience as a French family tried to recover their RIB onto their trailer with a similar side swell. They had a smaller RIB, but even worse luck than us. They managed to puncture a tube on their trailer as the swell was just lifting their boat up and smashing it down at 45 degrees. We decided after that, that if the swell was too big to recover on that slipway, we would have to go to plan B and drive the boat to the next port along the coast (Piriac) which has a slipway inside the harbour so is always calm.

We decided to have a few days of just normal holiday before taking the boat out again. The next time we took the boat out, the sea was a bit rougher (probably moderate with the typical Atlantic long swell). It was still sunny and warm though. This





time on the launch, I opted to drive the boat rather than the trailer and all went well. Trevor took the helm as we came out of the harbour and accelerated to get us onto the plane. We hit the first wave with a splash and went almost vertical on the second wave. I managed to say, "Oh bother, oh bother, oh bother," (edited version) before we landed with a big whoosh! The kids scrambled back from the bow seats, a bit shaken. "What are you doing, Dad!?" said Katie. They spent the rest of the journey on the rear jockey seats.

We explored the local ports (ones that we had visited many times by land) with no further incident and this time managed to get an overnight temporary mooring at La Turballe. I was quite relieved because launching and retrieving has got to be the most stressful part and the public slipway always seemed to have an audience.

The next day, as we couldn't stay on the mooring we decided to try a longer journey to Hoedic, an island directly west of La Turballe. This time we had to set a bearing as we could not see the island, it was too far away. The weather was fine and sunny again (we were using a lot of sun cream to keep from getting burnt!) and the sea condition slight. I was a bit nervous as we had always been within sight of land, but we had a chart plotter that covered the area and the bearing was due West. The journey was very pleasant and we got to Hoedic with no problems, navigated around the surrounding rocks and slowly cruised into Port de l'Argol, the only port on Hoedic. As the tide was falling, we decided to run the boat up to the sandy beach and



anchor it on land. We had lunch, explored the island and as the tide came back in floated *Dizzy* off the beach exactly as planned. We decided to take the boat around to the next beach round the Island and again nosed her onto the sandy beach and all jumped out. This time, however, as the tide was rising there was a slight swell onto the beach and before long *Dizzy Lizzy* had been pushed around beam-on to the swell – she tipped over sideways and a wave washed over the tubes into the boat. We were all startled by a massive bang from inside the boat - at least, it sounded like a massive bang at the time! One of the kids had left their lifejacket on the floor of the boat, and as the wave washed over the tube it had self-inflated. Trevor jumped on the boat and we pushed it out into slightly deeper water. He decided to stay on it and anchor it offshore whilst me and kids played on the beach and climbed the cliff. When we got back onboard, we decided to see what it was like to be in an inflated lifejacket in the sea. Note: it is almost impossible to swim wearing one! We had a great day with just a small adventure, (well, learning point) and had no problems on the way back or recovering the boat at the end of the day.

More days passed by whilst we went to the local market, did cycle trips, went to the beach, etc. We took *Dizzy Lizzy* out every few days and went to the local ports and had lots of fun. Occasionally, we managed to get an overnight berth, so we did not have to launch all the time. It soon came to our last day before we had to pack up and head for home. Even though the weather was not great (sunny but very windy), we had to take





Dizzy Lizzy out of the water and put her onto the trailer for our journey home. So, Trevor suggested that we head up along the coast, which would be quite rough and against the tide, but then go into a sheltered estuary towards la Roche-Bernard and moor up there for lunch for an hour or so and come back out of the estuary with a slack tide and get back to Piriac, which has the sheltered slipway inside the harbour. We had a reasonable ride up the coast in a moderate sea and turned into the estuary with a sigh of relief. The estuary was massive! It must have been about a mile wide. The waves disappeared as we headed in and the tide was going out. Whilst we were wondering where we should head for, the chart plotter had a glitch and the screen went blank momentarily (well, that's Trevor's recollection!). My recollection is that I was saying, "It's getting very shallow!" and then we ran aground! Trevor jumped out to see if he could push us off and only succeeded in landing in mud well over his knees and getting very sticky, muddy legs. He jumped back onboard and just managed to wash his legs off before the water disappeared completely. We were surrounded by mud flats! Whilst the estuary is very wide, the channel, that keeps some water in it at all times, is very narrow... and we had missed it. There was nothing left for us to do but wait for the tide to come back in. This somewhat scuppered our plans to get back before the weather deteriorated. We spent the next four hours on the boat, trying to look nonchalant as other boats passed by in the channel. We kept bursting into laughter every now and then when the ridiculous situation we were in hit us again! At least we had our packed lunch, drinks and books with us. Our only



problem was when we needed to lose some liquid – that's when the baling bucket came in handy! It would have been fine if there hadn't been a force 6 wind whipping across the boat. It was lovely and sunny but cold because of the wind and we spent a lot of time ducked down below the top of the tubes, trying to keep out of it.

At last, the tide started to come in and for a while we struggled as it simply pushed us further onto the mud. We finally worked out that we needed to throw the anchor out and wait for a bit more water before we tried to use the engine to get us off. Heading out of the estuary was tough as the tide was rushing in, but out on the sea was even worse. The wind was very strong and the waves quite big. We struggled on against the wind and tide and at times wondered if we were making any headway at all! It was a grim journey. Finally, however, mightily relieved we pulled into the protected harbour of Piriac feeling like we had been through a cyclone. The tanned pedestrians probably wondered why we were looking so frazzled because Pirac was sunny and the harbour dead calm! We recovered *Dizzy Lizzy* with no problems and treated ourselves to huge ice-creams to celebrate surviving the experience.

All in all, we had a great holiday! Having been camping in La Turballe for years, taking the boat brought another aspect to our holiday. We learned quite a lot about boating on our various trips, and I only wish I had spent more time getting familiar with driving, mooring, launching and recovering before I had to do it in a foreign country!



East Coast Calling

by Chris Hinson

On Friday 30th April my sons, Sam and Ben, and I travelled up from North London in the usual Bank Holiday traffic to Levington in Suffolk, arriving at about 6.00 pm after fuelling up in probably the most expensive garage in East Anglia, after passing loads of cheaper ones(big mistake!).

We had a meal with Barry and Penny on The Old Lightship in the marina, and retired to a cold night on board the boat, in the car park.

We launched first thing Saturday morning and, after morning coffee with Barry in their plush motor home and the arrival of Mark Nott and his son, we were ready to set off for Brightlingsea. The weather was not too bad considering the forecast, which was awful for the whole weekend, so we made good progress out to the large wind farm (93 turbines according to Ben) which had been built over the past year three miles off Clacton. This is when I discovered that my chart plotter had no intention of holding a fix, and I was reduced to navigating by eyeball: no problem as we were always in sight of the coast.

Mark, who was our guest on board *Blue Marlin* as he had not had time to get his RIB ready for the season, was sure that the turbines were very noisy up close, but as we drifted under them with the engine off all was silent. There was only a force 2/3 wind blowing, and it was quite eerie watching the huge blades scythe through the air up close.

Brightlingsea beckons and we arrived at the new jetty beside a large shore-side development, and strolled up for coffee and a snack nearby. We then all motored slowly up the river Colne, past Wivenhoe, to tie up right outside a very pleasant pub at Rowhedge where we stepped ten paces to a table for lunch.

As the tide started to drop rapidly, we made our way down river and home into a cold NE wind. Our speed gradually increased however, and we ran into Harwich roads at full speed which is rare for the east coast.

Sunday morning was windy and overcast with rain, but in spite of this many keen racing yachtsmen were heading towards Felixstowe and the sea for their fix on the water. Barry and I decided the weather wasn't for ribbing so I took Sam and Ben by car to explore Lowestoft. It was now blowing a force 5, producing big, short waves, so we had made the right decision.

Dinner that evening was at a lovely old pub in the historic town of Woodbridge, at the top of the River Deben, where we discussed a short cruise for the following day as the weather was still changeable.

At about 10.30 on Monday we set off for Mistley on the river Stour but off Felixstowe docks a huge dark cloud caught up with us from the North West and a very heavy squall lashed down for 15 minutes before the sun came out again. We could not tie up at the quay because of a recent new development and a chain-link fence erected right across the harbour edge (a rather unfriendly sight for river users). Lunch was at Harwich in a smart waterside restaurant, and we received some very strange glances as we arrived from the windswept pontoons wet, cold and wrapped up, and entered the warm, quiet environment of the eatery, where well-dressed families were enjoying a Bank Holiday treat.

After cruising back to Levington, we recovered our boats and made our way home just before another deluge arrived, with thoughts that maybe next time it would be better to schedule the East Coast Rivers cruise for later in the year!





RIB BITS



The Great British RIB Rally 12th to 23rd June 2010



Image courtesy of Chris Strickland

On Saturday 12th June twelve RIBs started this superb adventure which was possibly the longest continuous RIB rally ever staged. At least one crew member on each boat was a BIBOA member, with the event being jointly managed by BIBOA and Patrick Byrne, the owner of Scorpion RIBs.

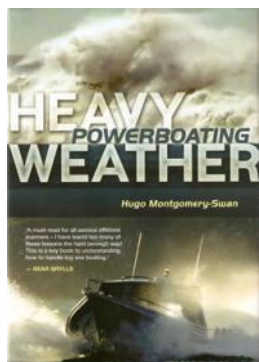
Over twelve days, the participants enjoyed and endured every sea and weather condition found in UK waters from sunshine with glassy seas to stinging cold rain in seas the height of a two storey house but they achieved their objective and circumnavigated the mainland of The British Isles, with a few side trips to outlying islands.

There will be a full article in the next RIBlines with individual stories from participants.

Blogs can be found under Runners and Riders at www.greatbritishribally.co.uk and photos on www.biboa.com/forum.

Each boat was encouraged to support a charity, with the principle charity being the UK Hospice Movement. This element proved to be extremely popular and a very substantial sum was donated.

Heavy Weather Powerboating



"Heavy Weather Powerboating is an exceptional book written by exceptional people. This is one 'bible' which should be read by any self-respecting power boater, then berthed on the bookshelf for sober regular reference." Kevin Goulding, Editor, Hot RIBs On Line Magazine.

Edited by Hugo Montgomery-Swan and endorsed by Bear Grylls, contributors include leading powerboating names, from world champions and endurance record

breakers to designers, instructors and RNLI coxwains. It includes chapters on the theory of dealing with rough seas and shares the hard-won experience of experts in their field,

leaders in their class, or simply ordinary powerboaters who found themselves unexpectedly faced with extreme weather, and survived to pass on the lessons they learned.

Among other topics, *Heavy Weather Powerboating* looks at offshore adventuring, high-speed helming techniques, operating in the surf and surviving terrifying phenomena such as black holes and rogue waves.

Packed with dramatic colour photos throughout, *Heavy Weather Powerboating* is the authoritative and ultimate resource for strategies, techniques and experiences in heavy weather.

Heavy Weather Powerboating is published by Adlard Coles Nautical— an imprint of A&C Black, priced £25.00. For more information please contact Naomi Webb at nwebb@acblack.com or call 0207 758 0284.

Helen buzzes off!



Image courtesy of Helen Strickland

While husband Chris was motoring round the British Isles in his RIB, raising money for Oakhaven Hospice, during the Great British RIB Rally, BIBOA membership secretary Helen Strickland was also

fund-raising, this time for the British Heart Foundation. As part of Team Bees Knees, Helen joined 27000 others participating in the BHF London to Brighton Cycle Ride. She cycled nearly 60 miles from London to Brighton, and tackled the infamous 248m Ditchling Beacon. Well done, Helen!

To sponsor Helen, please go to: <http://original.justgiving.com/helenstrickland1>

Richard to the rescue

BIBOA committee member Trevor Goddard should be very proud of his 12 year old son, Richard. In early June, Richard rescued two men who were drowning in the Thames.

One of the men had had rather too much to drink and, as it was hot, he had decided to go for a swim across the river at Windsor. The other man was not so drunk but had tried to follow the first to rescue him, however, as he was not a good swimmer he soon got into trouble himself. Using their small inflatable Richard rescued the two men from the water and delivered them safely to shore. Well done Richard!

RIBEX 2010

Once again, RIBEX 2010 proved to be a big draw for RIB users and enthusiasts. With over 80 boats afloat and a shore-side tented village of exhibitors there was plenty to see.

Dates for RIBEX 2011 are confirmed as 13—15 May.

Who's Who in BIBOA?



President
Comdr Patrick Bryans, Royal Navy (Rtd)



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



Safety
Barry Holme
Tel: 01763 852407
Mob: 07836 628556
Email: safety-officer@biboa.com



Cruising Co-ordinator
Jon Adlard
Tel: 01722 333736
Mob: 07970 951934
Email: cruising@biboa.com



General Committee Member
Gordon Compton
Mob: 07899 790625



General Committee Member
Trevor Goddard
Tel: 01344 761419
Mob: 07840 975807
Email: tgoddard@delgarno.com



General Secretary
Mary Puddifoot
Tel: 01590 681243
Fax: 01590 681232
Email: general-secretary@biboa.com



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



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



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



Racing Co-ordinator
Chris Strickland
Tel: 01590 622067
Mob: 07957 355092
Email: racing@biboa.com



General Committee Member
Phil Boarer
Mob: 07976 731747
Email: philipboarer@btconnect.com



General Committee Member
Marc Lyne
Mob: 07977 130934
Email: marc@lifelyne.com



Riblines Editor
Louise Hayward
Tel: 01189 660044
Email: riblines@biboa.com

Head Office:

BIBOA
Mewstone Cottage
Back Lane
Sway
Hampshire
SO41 6BU

Tel/Fax: 01590 622067

Email: general-secretary@biboa.com

Web: www.biboa.com

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Registered office: Squirrel Lodge, Swan Lane, Edenbridge, Kent TN8 6AL

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Minutes of Committee and Annual General Meetings

Members may request these by applying to the General Secretary using the contact details given above.

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Safety at Sea

by Barry Holme, Safety Officer

Safe, enjoyable boating is what BIBOA is all about

Barry's Top Tips

Several cruises lately have highlighted the need for the buddy system and the need for good communication.

At St. Catherine's Point, Isle of Wight, on an Easter 'Round the Island' cruise, a potentially serious situation caused by loss of steering was rectified speedily, through RIBs travelling together.

Here are a few notes, tips for safe cruising – these are not intended to 'teach my grandmother to suck eggs', but to ensure a safe enjoyable cruise. They are not in any order of priority, but the musings of a 'boring old Sea Dog'!

1. Do carry a tow rope and bridle – it may be you who requires it.
2. Do use waterproof charts – your GPS plotter may fail.
3. Do have a good quality steering compass.
4. Do note speeds at various RPM settings.
5. Do note fuel usage – hours/litre at various speeds and conditions.
6. Do allow plenty of fuel for reserve.
7. Do keep a log of times, etc.
8. Do remember that in the mist or rain headlands can look very similar!
9. Do remember the limitations of your boat and crew.
10. Do make sure all are adequately clothed for the conditions – in the UK this can mean for everything!
11. Do keep your dry clothes in a plastic bag inside your holdall – it would not be the first time for the holdall to be dropped in the water.
12. Do have a decent helmet – not only will it keep your head warm, but also salt out of your eyes and off your glasses.
13. Do listen to weather forecasts.
14. Do check tidetables.
15. Do remember the Mars bars! - my choice.
16. Do wear a lifejacket and the crotch strap.
17. Do use the kill-cord and attach it to the driver.
18. Do let someone know where you are going – if the cruise leader, preferably the coastguard.
19. Do let that person (or the cruise leader) know if you change your plans.
20. Do remember that you are a visiting guest in any ports of call. Be considerate and courteous. Check with the harbourmaster or local fishermen that where you intend to moor-up is OK. You represent yourselves, your party and also BIBOA.

Barry Holme, Safety Officer



Barry in Mor Den 2 gives Blue Marlin a tow



Marc in Scottish mode

Coastguard Safety Scheme CG66—the voluntary safety identification scheme

Following the BIBOA cruise to Dartmouth in our RIB *Blue Tube*, a Revenger 27, our delayed arrival reminded me of the excellent CG66 - the voluntary safety identification scheme offered by the Coastguard.

We endured five hours of lumpy conditions from Lymington to Dartmouth and arrived under cover of darkness. The text messages we had sent plotting our safe progress had not arrived with our shore based friends so quite rightly they had informed the coastguard of our absence. Running a 225 Optimax in a big sea means that using the radio is a challenge and I was holding on with both hands so using my phone was not an option either, nor my hand held VHF that's attached to my lifejacket.

I have now made sure that the Coastguard has full details of *Blue Tube* using their quick and very easy on-line facility. It's a good plus if you also upload or email them a photo of your RIB as a part of the registration process, but you can add this at any time later. This might help them to find you!

If you lack a photo of your RIB (many members don't have one!), send an email to: development@biboa.com as we have thousands of RIB photos in our archive and yours might just be there, even under previous ownership.

I strongly recommend you do this PROMPTLY; it's a bit late when you're sitting on your overturned hull ... in the dark ... in the rain...in wind over tide...

AND, keep the means of summoning assistance ON YOU, a VHF radio at the least, and preferably a mini flare pack too.

This is the direct link to the online registration form:
<https://mcanet.mcga.gov.uk/public/cg66/login.asp>

Marc Lyne of *Blue Tube*

FOR SALE

FOR SALE

FOR SALE

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

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