

SAILING

For Southern Africa

INCORPORATING SA YACHTING



FREE GIFT

**BOAT &
EQUIPMENT
REVIEW**
**Miura II &
Parasailor2**



CRUISING
Daydream Pursuit

VELUX 5 OCEANS
**Tough Conditions
Create Havoc**



Other Countries • R15.79

New Miura II and Parasailor2 Spinnaker

by Trygve Roberts



This stern view of the Miura II shows it to be very different to the Miura of old.

pic by Tom Brown



The Parasailor2 spinnaker now gives cruisers an alternative spinnaker option. pic by Trevor Wilkins



*Seasons Greetings & Best Wishes
for 2007 to all our Clients*

2007 Brochure Available

- Flotilla
- Bareboat
- All experience levels

Yacht Partnership Scheme



Cape Town Skippered Charters

- Luxury 46' Catamaran
- Sunrise/Sunset Cruises
- Daily/Weekly Charters

Contact Marion Dungan on
toll free 0800 786 724 or 021 465 8789
email: info@rex.co.za

Rex Yachting (Pty) Ltd is an independent
agent of Sunsail Worldwide Sailing Ltd

This was another of those perfect, beautiful days in Cape Town. Warm and windy. Just the sort of conditions I like to test a new boat. I like to do at least one good broach, otherwise I will never know how capable a boat really is. I broached this one too. Maybe it was as well the owner wasn't on board? To add fuel to our test sail we had the new Parasailor2 spinnaker to evaluate at the same time. But let's get to the start of the tale.

As many as 40 years ago, German immigrant Oswald Berckemeyer, then living in South Africa, designed a boat only just big enough, yet inexpensive and seaworthy enough, to compete in and more importantly, complete the Cape to Rio race. That rugged and seaworthy yacht was named the Miura and turned out to be one of the great successes in South Africa's yachting history with more than 200 boats built. With many of these tough little yachts sailing to every corner of the globe and returning, the Miura earned itself a reputation as a sturdy and reliable yacht.

Roll on the year 2003 and False Bay Yacht Club stalwart Tom Brown had an idea to build a new version of the old Miura. He made contact with Berckemeyer, at that stage living back in Germany, with a view to redrawing a fresher version of the old Miura. The ageing designer tackled the task with fervour and soon the lines of

a lovely new boat were on Tom's desk in South Africa. However, the only similarities between the two versions was the length and beam. And oh yes, I almost forgot, the name.

After three years of building and fine tuning, the prototype was launched several months ago. Ongoing development and sea trials were completed during the first half of 2006, to the point where the new boat is now 100% ready for any trip.

In False Bay we had a 30-knot 'Cape Doctor' and a warm 29C for our scheduled Friday afternoon test sail. Many years ago (OK let me be precise – it was 1971) a friend of mine built a Miura at his home, and over the two or so years it took for this project to reach completion, I was privy on many occasions to the entire build process. So I have a fair idea of what goes inside the belly of a Miura. But nothing could have prepared me for the total transformation of the new Miura II. This is a lovely small yacht, solidly built in the Miura tradition. It is seaworthy and safe, but a whole lot faster. The prototype is aptly named *Raging Bull* and I was half expecting to find Robert de Niro sitting at the chart table sipping a Bourbon....



Down below there is an astonishing amount of space for a 31-foot boat as can be seen by the heads compartment and saloon area.

Brown had this to say about the new yacht: "The Miura II has been designed to offer the same ruggedness and all-round capability as its illustrious predecessor, but with a more easily driven advanced design hull and keel to enable higher performance to be achieved and sustained in most weather conditions. Importantly, in

line with modern demands, emphasis has been placed on ease of handling for short-handed crewing and on safety at sea.

"For example, the boat has a layer of Kevlar - similar to the material used in bullet-proof vests - bonded in to resist potential impacts with the growing number of containers and other debris adrift on today's seas. Additionally, the boat is designed to be compartmentalized into watertight zones which would provide positive reserve buoyancy if the hull was in fact accidentally holed."

Firstly, let me say that this boat does not look anything like a Miura. Other than beam and LOA, there are no other similarities. Gone are the fat rounded topsides/tumblehome and the squat, heavy appearance of the old Miura. The new boat is handsome and has loads of eye appeal. For me a yacht should have a pleasing balance of sail area to length ratio and this boat looks really good. With 34 sq.m. of mainsail mounted on a roller 'battcar' system, raising and lowering the mainsail into the stack-pack is easy even when short-handed. The 22 sq.m. vertically battened blade genoa is mounted on a below-deck furler and sheets down at a narrow angle onto roller cars tracking inside the shrouds. The downwind sails tack down onto the retractable sprit. This powerful rig offers up to 130 sq.m. of downwind sail area which, coupled with the slender waterline and relatively light 4.0 ton displacement, will provide fast speed off the wind.

My first impression was one of quality. This one is cedar planked and covered in E-Glass, and the hull is absolutely smooth and fair. Everything above deck is carefully thought out and the timber work above and below decks is of a very high standard. Gone is the old cockpit and in its place is

a modern flat, wide-transomed yacht, just begging to be sailed.

Down below there is an astonishing amount of room for a 31-foot boat. Tom, being a very tall person, had the height of the coach roof raised to 1.92 m to accommodate his height. The interior is light and spacious with a commodious heads just to starboard as one goes below decks. To port is the chart table and galley. All of this cleverly thought out with the chart table sliding over the fridge/freezer to make space available to the navigator. All the equipment on this specific boat was first class and I noticed an entire bank of TackTick wireless instruments to compliment the large screen chart plotter.

Safety was an important focus in the design and several watertight compartments were included. Up front there is a foam filled collision zone, followed by a doubled, reinforced bulkhead and positively closing door able to seal off the entire forward area. The cockpit lockers, heads compartment, engine compartment, all under-bunk lockers and tanks are individually watertight. This means that, provided the compartments are secured, the boat can be holed at any underwater point and the resultant flooding should almost always be contained to a reasonably small area. In the unlikely event of the main core of the boat being flooded, the other watertight zones will provide reserve positive buoyancy keeping the boat afloat and usually permitting the engine to still be run. Reinforcement against holing, a growing danger with all the containers and debris afloat on today's oceans, is provided by a Kevlar layer bonded in from above the waterline in the bows to aft under the engine.

Sadly Oswald Berckemeyer passed

SPARCRAFT CAPE TOWN



SPARCRAFT
Performance Engineering

CUSTOM YACHT SPARS & RIGGING



P.O.Box 1477, Milnerton 7435
Tel. (021) 555 3470
Fax. (021) 555 3471

admin@sparcraftmasts.com



Raging Bull put her nose into the wind and handled it without so much as a murmur.

pic by Trevor Wilkins

away in 2004, before completion of this project, and Martin Menzner, a partner, took over the completion of the job. *Raging Bull* was built using West Red cedar and mahogany strip plank glued with epoxy for the core encased inside and out with an epoxy glass laminate.

I have to confess that I have a soft

spot for expert joinery of which there was plenty on this boat with the use of exotic and beautiful timbers (cherry and teak) from around the world. Another item that impressed me was the companionway stairs which form the engine cover. This entire device hinges up in one simple movement, exposing the 22 hp Yanmar

diesel – a cinch for maintenance work and one of the smartest installations I have laid eyes on.

It was time to go sailing. At the marina it was almost totally calm and I raised an eyebrow when the skipper, Tony Bullock, called for two reefs. Having been around the block a few times in my life, I know when to keep quiet and this was one of those times. We had six crew on board for the test and Tony handed the helm to me as we cast off. The boat handled lightly and comfortably under power. Apparently the first rudder gave some problems, and was discarded for a better profile, resulting in a much improved feel in all wind strengths.

At Simon's Town, the locals call the channel between the breakwater and Roman Rock lighthouse 'Hurricane Alley'. I found out why soon enough. The venturi effect in this channel raises the wind speed by up to 10 knots above the mean. And mean was 27 knots! As the main was going up, I had time to have a good look at the rig. The mast is much taller than the old Miura and sports a double spreader mast with 27 degree swept back spreaders, thereby eradicating the necessity for a backstay. The main has a lot of roach at the head – and I mean a lot! The mainsail looks like it belongs to a racing catamaran rather than a cruising boat. The cut of the main was also very flat. With two reefs in, I bore off away from the wind shadow of a SA Navy frigate and headed for Roman Rock Lighthouse, after pulling out a few

Hunter Yachts

Now Available in SA

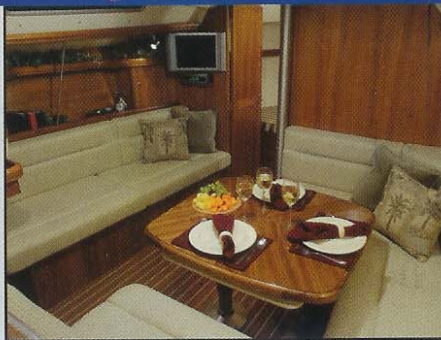


HUNTER
MARINE CORPORATION
AN EMPLOYEE OWNERSHIP COMPANY
We Go The Distance

Models in the Hunter range include: 27; 31; 33; 36; 38; 41; 44 & 50



Hunter 38 Stateroom



Hunter 38 saloon



Hunter 38 Galley

**Hunter 27; 33 & 38 models due in Durban by mid-December.
Book now to view them in early January.**

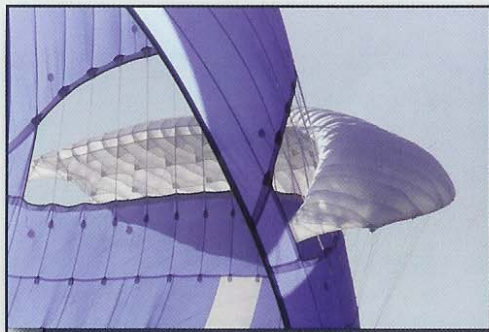


LEISURE MARINE POWER and SAIL (Pty) Ltd.
CALL DAVE CLAXTON on 082 455 1071

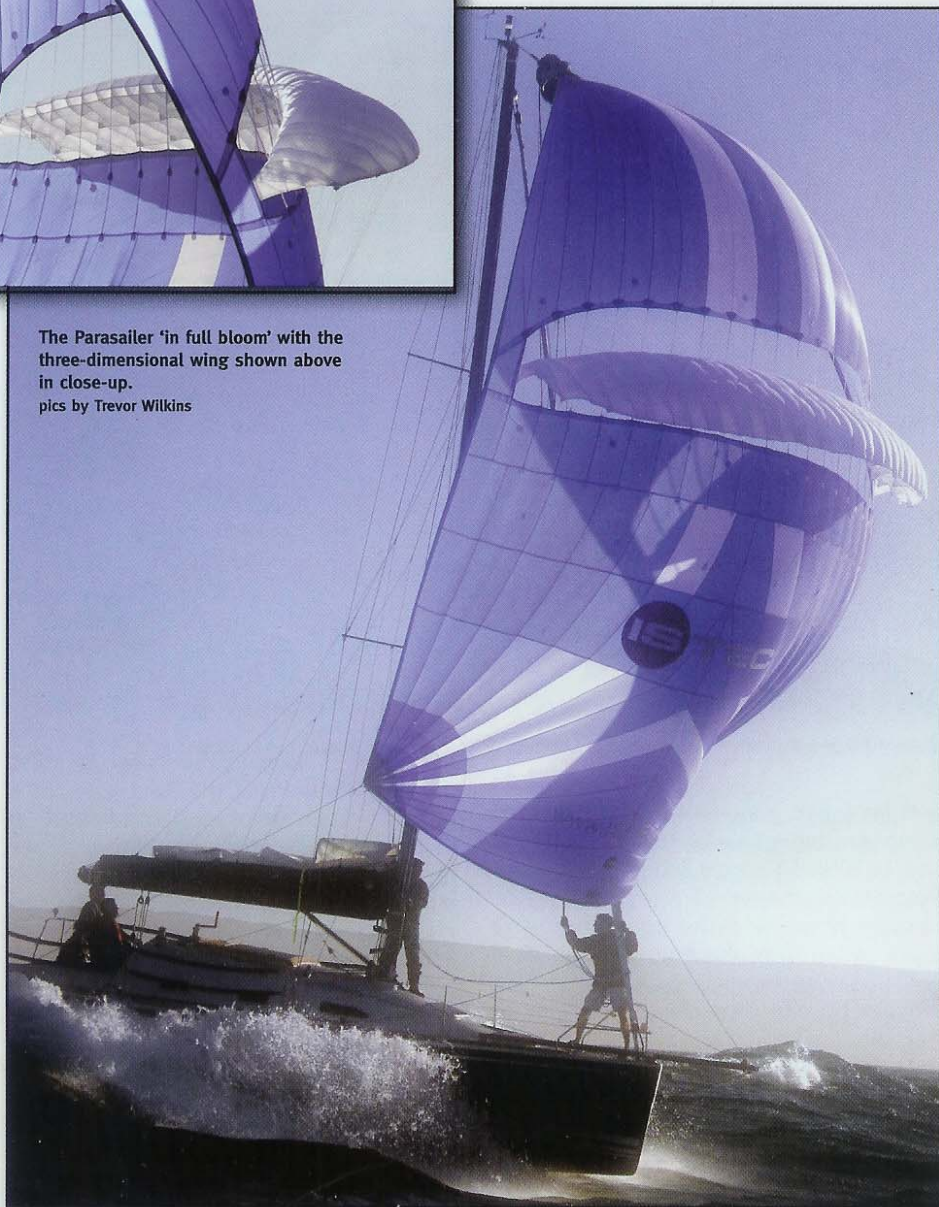
TEL: 031 - 450 8981 • FAX: 031 - 450 8998

320 SOUTH COAST ROAD • ROSSBURGH • DURBAN

info@pacer yachts.co.za



The Parasailer 'in full bloom' with the three-dimensional wing shown above in close-up.
pics by Trevor Wilkins



square metres of the roller-furled headsail. Almost immediately, I glanced down at the GPS to check the speed, which I thought would be around 4,5 knots, but was surprised to see a steady 6,6 knots. The boat is quiet and efficient with a beautifully balanced rudder and hardly any weather helm to speak of. The seas were wild and as many readers may know, Simon's Town is on a lee shore in a south-

easter, making for very uncomfortable seas. But *Raging Bull* put her nose into the wind and handled it without so much as a murmur. In contrast, the photographer's power boat was making heavy weather of keeping station with us. After a few miles, it was time to give the boat her down wind test. And some test it turned out to be. Who would ever have imagined that a Miura could register 15,3 knots with only

a spinnaker up! Tony mentioned that the boat performs very well in light breeze as well.

On board we had the agent for the Parasailor2 spinnaker, Bojan Michiels van Kessenich from BoMarine. A brief explanation is necessary to describe the development of this innovative product from Germany. Research and development has been in progress over many years on this type of sail.

Essentially, it is a normal downwind spinnaker, with a kite-surfer wing sewn onto the leeward side of the sail about two-thirds up, with holes in the spinnaker to allow the wing to fill from behind. The concept is that the spinnaker is far more stable in heavy breeze than a conventional one and when it is poorly trimmed and collapses, the normal cannon shot we hear when it re-fills (often with expensive consequences) simply does not happen. The other major benefit is that the wing provides additional lift for the bow of the boat, preventing the usual burying action associated with conventional heavy weather spinnaker flying. It would be fair to say that I was as sceptical as you no doubt are. Imagine all the lines and finicky bits? Simply too much to go wrong! But Bojan seemed to be relaxed and self-confident as he rigged the sail for hoisting. Most skippers would not even consider putting a spinnaker up in 30 knots, but we did. This one was 78m² and in asymmetric format – a big sail.

With big rolling seas catching us from behind, the spinnaker was hoisted in its self-contained sock. Then Bojan hauled the mouth of the sock (a carbon fibre moulding) up and the spinnaker filled effortlessly as the mouth went up the mast. We were quickly doing over 10 knots and very much in control. We then dropped the mainsail so we could all get a good view of the spinnaker and how it sets. Soon enough a rogue wave ripped in under the starboard quarter and I could feel the helm losing its grip and warned the crew we would broach. The recovery from the broach was a joke it was so easy. I couldn't believe how effortless it was. No



Risk Applications

NOT ONLY
YOUR FAIR-WEATHER
FRIEND



Contact the team for quotes on 031 250 5100,
fax (031) 250 5110 or e-mail hullinsurance@eikos.co.za
Offices in Durban, Cape Town and Johannesburg
Visit our website at www.eikos.co.za/Hull

Eikos Risk Applications (Pty) Limited is an Authorised Financial Services Provider: License number 481

SPECIALIST PROVIDERS OF MARINE INSURANCE PRODUCTS
TO LEADING BOAT DEALERS AND DIRECT TO THE BOAT OWNER

20 plus years of service to the industry, competitive premiums and the best claims service available ensure our clients' satisfaction at all times

PROUD SUPPORTER OF THE NSRI



Sea Rescue
NATIONAL SEA RESCUE INSTITUTE

flapping or snapping from the spinnaker either. It reset quietly and efficiently and we were on our way again within about four or five seconds.

We then tried a gybe, so I squared the boat off as the crew eased the guy and sheet and allowed the two clews of the asymmetric to level off. The funny thing was, with no mainsail up, most of the crew didn't in fact even realise that we had gybed. It was perfection. The GPS was registering 12 knots and the waves were getting bigger and steeper as we closed in on Muizenberg beach at speed. It was time to take the Parasailor2 down. Just before the strike, we crested a really big wave and I called for them to delay the strike as we plummeted down the wave face to log 15,3 knots, in the process soaking Bojan up to his armpits, but it was all taken in the right spirit. The sock mouth was pulled down and as the spinnaker collapsed in stages, the wing went into the sock quite effortlessly and in about 30 seconds, the whole sail was safely below decks. Very, very impressive! I looked at all the faces on the boat. There was not one without a huge smile!

This spinnaker is definitely not aimed at the racing market, but rather the cruising market, and more specifically, the short-handed cruiser. This sail would make short-handed downwind

Functioning and structure of the parasailor²

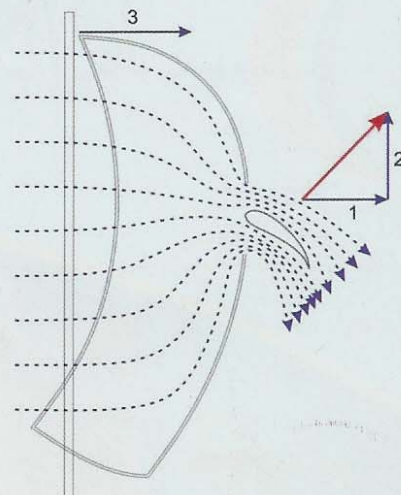
The principle – The spinnaker with the kite wing sets new standards in sailing

The special features of the *parasailor²* make it possible for the first time to use one sail as spinnaker and gennaker.

ISTEC's redeveloped *parasailor²* is a breakthrough in sail design and will set a new standard in sailing.

The sail is divided into an upper and a lower section. This allows a profiled, three-dimensional, pressure-filled wing to be positioned into the air current of the opening between the two sections. This wing was developed in a similar way to a paraglider or ram air kite using a special profile and it creates considerable forward motion (1) and lift (2) – see diagram.

This decreases the horizontal force (3) on the spinnaker head and the resulting moment, and relieves considerably the pressure on the bow. Because of the internal force, the wing part of the *parasailor²* acts as lateral support and stabilizes the sides.



sailing a dream. The sail can be carried up to 70 degrees apparent.

Of course, like all desirable things, it comes at a price - 3300 Euros or in Trevor Manuel's currency, roughly R28,000. I, too, sucked in my breath, but once one realises the potential for the serious cruiser, it is probably a bargain considering the convenience. The spinnaker is also very well made with more reinforcing than a normal spinnaker, so I guess one is paying for quality.

So, all in one day, we had probably set a new Miura world speed record and had the amazing experience of flying a high tech new spinnaker. For the long beat back to Simon's Town, we put the double-reefed main back up and a sliver of headsail, and once again the boat was tracking straight and true at 6,5 knots without much effort or concentration - and she felt comfortable. Other than one or two dollops of spray the boat was surprisingly dry and we arrived back at FBYC after running the 35 knot 'Hurricane Alley' gauntlet, to a flat and calm harbour.

It is Tom's intention to produce the Miura II commercially. The price? Somewhere between R 700,000 and R 800,000 depending on owners' requirements.

My verdict: Another winning yacht from South Africa.


The only negative was that I felt a little uncomfortable sitting in the highest position on the cockpit coaming (due to the strong breeze and angle of heel we were sailing at), and my feet slipped off the seats once. Perhaps this could be solved with a strip of teak on the cockpit seat or a flip up stainless steel footrest, to push ones feet onto. This is subjective, as a taller person might be quite comfortable in this helming position.

Specifications

LOA	9 m
Beam	3.15m
Headroom	1.9m
Sail Area	130 sq.m.
Mainsail	34 sq.m.
Genoa	22 sq.m.
Assymetric Spinnaker	78 sq.m.
Displacement	3850 kg.

For more information on the innovative Parasailor2 spinnaker, contact: Bojan van Kessenich (info@bomarine.net).

Information on the Miura II may be obtained from Tom Brown (thomas.brown@mweb.co.za) ⚓




Fischer Panda

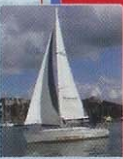





The No.1 in Europe for Mobile, Super Silent Diesel Generators

Marine Diesel Generators

Diesel-Electric Drives and Complete Power Systems for your Yacht

- High Performance
- Extremely Quiet
- Water-Cooled
- Compact
- Light



Fischer Panda Generators
 Coastal Marine Import & Export cc
 Tel/Fax: +27 21 788 4686, Cell: +27 82 775 2333
 PO Box 55, Kalk Bay, 7990, Email: mike@fischerpanda.co.za
 Website: www.fischerpanda.co.za