



# Dufour News

**129**  
Summer  
2024

The magazine of the Dufour Association

A photo of your yacht is -  
**12**  
MP  
needed for the next cover -

**Jacana's Summer Cruise 2023**

**Cooling Woes**

**The 96-Hour Weather Window**

**2024 Survey Results**

**Membership reaches 500!**





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**Chairman**  
chairman@dufour.org.uk  
*Intrepid* - 365 Grand Large

Based in UK



**Scott Millar**  
**East Coast Representative**  
east-coast@dufour.org.uk  
*Thistle Dhu* - 34

Based in UK



**Graham Bromley**  
**Vice-Chairman and South Coast Rep.**  
vice-chairman@dufour.org.uk  
*Tandala* - 34 Performance

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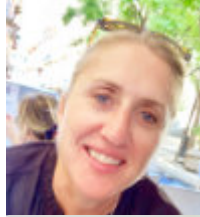
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**International Representative**  
international@dufour.org.uk  
*Exuma Gal* - 405 Grand Large

Based in Cyprus



**Alan Thomas**  
**Membership Secretary & Treasurer**  
membershipsecretary@dufour.org.uk  
Ex - *Larus* - 30 Classic Integral

Based in UK



**Janine Belling**  
**International Representative**  
international@dufour.org.uk  
*Inelsamo* - 525 Grand Large

Liveaboard (currently in Turkey)



**Pam Hart**  
**Secretary**  
secretary@dufour.org.uk  
*Willow of Havant* - 36 Classic

Based in UK



**Jeremy Rowley**  
**News Editor**  
newseditor@dufour.org.uk  
*KOTO* - 35 Classic

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# Keep the contributions coming



**A**t the time of writing we are halfway through the sailing season and it seems the summer in Northern Europe has hardly started. The normal Azores high has not yet established itself and in consequence we are seeing a regular procession of depressions bringing wind, rain and lower temperatures across northern France and southern UK, whereas by rights, the lows should by now be tracking north of Scotland. Nevertheless it is possible to catch a few fine days in between the lows, and I have written a cruise report about one brief period of fine weather for my trip to Cherbourg in this issue. 'Twas a pity there wasn't any wind coming back, but it gave the engine a good test!

Also in this issue we have a fine cruise report from Anne Head about her mile-building trip to Ireland last year. I get the impression the weather wasn't great then either, but I'll let you make your own mind up. I'm grateful for her contribution, the only one from a non-committee member.

I'm sure you all keep a ship's log on your voyages. Apart from keeping note of course, speed, position and weather, why not also note down how it is going, things that happened, what you had for lunch and what you did ashore. This provides a great record to look back on but also, and more importantly, can be used to jog your memory when writing your cruise report for the next issue of the Dufour News. Whilst you are at it take some high-resolution photos to accompany it and for the front cover.

Those who have contributed a cruise report have found it is a great way to keep those treasured memories alive in the years to come.

**Jeremy Rowley, Editor, [newseditor@dufour.org.uk](mailto:newseditor@dufour.org.uk)**

We desperately need articles and a high resolution cover image for the next magazine published in November.

Of particular interest are:  
technical articles for all Dufour models, cruise reports, recipes and stories

Copy date: 31 October



£20 (or local equivalent) gift card for all contributions over two pages in length  
Conditions apply



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### Submitting Articles

We are keen to receive all types of articles for publication. Here are some ideas, have you:

- Upgraded, repaired or replaced some aspect of your Dufour.
- Taken part in a sailing event
- Cruised an interesting area
- Learnt a lesson

To send your article, put everything into a zip folder and upload into a file sharing portal such as 'Google Drive', 'Dropbox' or 'We Transfer'. Then send a link to the Editor by email.

The Editor reserves the right to shorten or modify material submitted.

### Submitting Photos

All images supplied for publication must be:

- high-resolution JPEG, ideally >2Mb
- copyright-free
- not embedded into articles - send them as separate files
- file-named with a caption
- not cropped or colour manipulated in a photo editor.

Please leave plenty of space around the subject of interest to allow the Editor to crop and rotate.

Photos for the **Front Cover** should be taken on a camera with a minimum of 12 MP, in portrait format.

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# Jacana's Summer Jaunt 2023

## Building miles at a price

### This Page:

**Above:** Sunset approaching Helford

**Below:** Busy Porth Cressa, Isle of St Mary's

### Opposite Page:

**Top:** Jacana anchored in Old Grimsby Sound

**Below:** New Grimsby Sound from the north

This trip was designed as a mile-building cruise for my regular crew, Nick, who was chasing miles for his Yachtmaster exam in 2024. We had three weeks from 16<sup>th</sup> July in *Jacana*, my family's 2008 Dufour 365, until my son and the grandchildren wanted the boat for their annual West Country beaches cruise. We checked out the regulations for going to Ireland (none) and bought a chart pack for South Wales.

From Saltash (Plymouth), on Monday 17<sup>th</sup> July we had a nice sail most of the way to Helford where we anchored overnight in the sheltered Ponsence Cove (44 miles). The next day we caught the tide round the Lizard to Penzance (33 miles), as neither the tides nor the wind were right for a passage direct to the Isles of Scilly. After bouncing around on a buoy in blustery wet conditions waiting for the lock to open at 2000 hrs, we had a quiet night in the harbour rafted up three deep. The next day Nick skippered us across to St Mary's in light airs, where we anchored on a beautiful summer's evening in Porth Cressa (37 miles). The bay was crowded but we found good holding in 9m further out. On Thursday 20<sup>th</sup> July we had a sunny calm day to explore St Mary's; Nick walked the perimeter of the island and I lost my camera, which never reappeared despite appeals on the Islands' Whats App page.

Nick had not been to the Islands before so on the Friday in calm conditions we motored round the outside to Old Grimsby Sound (10 miles). With news of incoming bad weather, which was affecting the Fastnet Race, all the buoys had already been taken, but we managed to get our anchor down firmly.





Then followed a lovely walk all round the perimeter of Tresco. I did not sleep very well that night, the anchor alarm was too sensitive so I was constantly checking our position. Come the blustery morning, as we were contemplating a day on board, an Irish yacht dragged their anchor across our bows so that we were holding both boats on our anchor. Once they were safely detached, our anchor was no longer holding. We tried several times to reset it without success and decided to go round to New Grimsby Sound where we had seen plenty of spare buoys the previous evening. It was a thoroughly nerve-racking experience creeping round the corner past the rocks in huge steep seas, and once in New Grimsby Sound it took us quite a while in very gusty conditions to secure to a buoy. Once safely tied up, we settled down to watch the Fastnet Race dramas in the Solent on a phone. The weather forecast was fairly accurate, with the wind dying down enough for us to decide to make a dash for Cork on Sunday 23<sup>rd</sup> July. As we headed out with a F5 south-westerly on our quarter we could see all the Fastnet fleet on AIS spread out along the coast behind us. With one reef in the main and a full genoa



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we were humming along at 7+ knots in a big sea. Around lunch time, two grey silhouettes sped along the horizon in the opposite direction, the two leading Ultime multihulls heading from the Fastnet Rock to Cherbourg at 35 knots. The wind died away in the evening and we were motoring with the main up towards Cork as the leading Fastnet monohulls started overtaking us thick and fast. I probably gave away more sea room than necessary as I picked my way through the fleet. Nick came up on watch at midnight and two things happened at once; the wind filled in strongly from the north as predicted, and the shackle holding the triple mainsheet block on the boom blew apart. We couldn't get hold of the boom until Nick had the bright idea of pulling the reefs in from the cockpit. I was then able to get the small preventer clipped on to the boom from the coach roof and we were under control again. What the racing yachts made of a small yacht with steaming lights steering a very erratic course right under their noses I dread to think. We decided to motorsail on to maintain a better course to our proposed destination, until the engine died. Thereafter followed a very long tiring day sailing gently towards the nearest place, Kinsale, in increasingly light airs and foul tides. The engine restarted happily enough however when the wind died completely, and we eventually tied up in Kinsale marina after a 32-hour 150 mile passage.

We spent three days in Kinsale, two to recover from the excitements of the crossing and a final day because it was pouring with rain all day. We surmised that the



**Opposite page:**  
**Top:** Kinsale Harbour with Old Man of Kinsale in the distance

**Below:** Lot's Wife with attendant cow at the entrance to Baltimore Harbour

**This Page:**  
Fastnet Rock



**Above:** Crookhaven church with the harbour beyond.

**Opposite:** Wild west Cork

engine problem was fuel starvation and we changed a very dirty pre-fuel filter, but we knew we had probably not got to the bottom of the problem.

Kinsale is a delightful Irish town and the Kinsale YC are very welcoming with excellent facilities. There are many enticing restaurants and we explored the area on foot as usual. We enquired if we needed to register our arrival but the only answer was that we were very welcome. No one wanted to see our passports. Hot on our heels arrived the ketch *Ilen*, a replica of the *Saoirse* in which Conor O'Brien departed on a famous circumnavigation in June 1923. The *Saoirse* Challenge to mark the centenary took *Ilen* to Madeira and the Azores, finishing in Kinsale.

From Kinsale we made our way westwards to Glandore, Baltimore Harbour and Crookhaven via the Fastnet Rock (65 miles). The weather was not kind, the wind was always on the nose and regularly F5-6. and it rained quite often. We picked up a visitor's buoy in Glandore Harbour with a notice on it exhorting us to pay, but when I rang the number they really did not want to know. I insisted on leaving my card details and eventually, months later, the fee was retrieved. There was also plenty of space to anchor for free out of the way of the fishing boats from the nearby Unionhall. According to the pilot book there should have been a jetty just inside the entrance to Baltimore Harbour by Dunalong Castle, but it no longer exists and the hotel associated with it looked derelict. After another safe but windy night at anchor we were pleased to find a substantial visitors buoy in Crookhaven after beating out to the Fastnet Rock and a very fast passage onwards, and a nice restaurant for supper. We were keeping a close eye on the weather for a window to get us back to Cornwall, but stayed put for another day of strong winds and driving rain. We made it ashore to stretch our legs along the wind-and-rain-swept wild coast, but Mizzen Head was too much of a hike. A lesson was learned when I dumped my life



jacket in the bottom of the wet dinghy when we went ashore and it inflated with a bang and strident beeps from my personal AIS locator beacon!

Monday 31<sup>st</sup> July saw us setting off at 1000 bound for UK. The north-westerly wind gradually built during the day until we were romping along at 7- 8 knots with two reefs in the main as darkness approached. With a rising sea I took the decision to drop the main before dark, and we continued through the night under jib more comfortably, still logging over 6 knots. The wind died away at dawn and full sail was soon set again to keep up a reasonable speed. At 1300 a gale warning was issued so we made the decision to head for Penzance or Newlyn rather than the Isles of Scilly, but with the wind dropping and a foul tide, the Cornish coast never seemed to get any closer. At 1700 as we finally rounded Gwennap Head, I called up Penzance to check when the lock gate closed and they said we had an hour to get there (10 miles). By this time we were in heavy rain, moderate breeze and very poor visibility, and motor-sailing hard to make up time. At 1800, the deadline, we called up again with no sign of land and were helpfully told they were holding the gate for us and if our engine failed they had a boat out picking up stragglers for either Penzance or Newlyn. We shot in through the entrance as the gate closed behind us and tied up in by now torrential rain alongside a French boat, moments before the gale came howling in. We slept very well that night after another 32-hour passage (190 miles).

We spent a day drying out in Penzance before we headed out as the lock gates opened on Thursday 3<sup>rd</sup> August, again in gloomy drizzly conditions, to wallow down to the Lizard, from where we set course for Rame Head and home. From the Lizard we had a good fair wind and romped along all day, finally dropping sails off Devonport and tying up at the Saltash Sailing Club pontoon at 0200 on Friday 4<sup>th</sup> August (70 miles).

669 miles in 12 sailing days on an action-packed cruise, noted for its strong winds and lack of good weather. Sadly the weather did not improve for the children's beach cruise, which was dominated by strong winds and rain, and a distinct absence of warm sun, blue seas and sandy beaches.

**Anne Head, *Jacana*, D365**

# Cooling Woes



The start of the season was plagued by a number of unrelated but frustrating cooling system issues on *KOTO*, my Classic 35, that lasted about two months.

## Leaking Exhaust Muffler

At the start of the season I found a small puddle of salty water in the area in front of the engine. This was mopped up, but returned after the engine was run. The water was slightly dirty and I found dirty water and a rust stain emanating from the lowest part of the muffler, situated under the bunk boards in the aft cabin, which then dribbled its way to the front of the engine. The muffler had already been replaced in 2012, but clearly was due for replacement again. Luckily the local VP dealer had one in stock (price increased by 75%), and fitting the replacement was a quick and relatively painless exercise.

## Leaking Impeller Pump Shaft Seal

Returning a week later I was surprised to find more water in front of the engine. This time it was clear water. A rusty stain directly below the inlet water hose led me to a dripping shaft behind the impeller housing, indicating that the pump shaft seal needed to be replaced.

There are videos on Youtube e.g. <https://www.youtube.com/watch?v=n41U9Q1jpNE> showing how to replace the shaft seal by prising it out from behind without removing the pump. However from previous experience I opted to cut to the chase and remove the pump. My reasoning for this was:

- A lot of time can be wasted trying to prise out the water seal before eventually giving up and removing the pump.
- If the water seal has failed, the oil seal behind it may need to be replaced too – requiring removal of the pump anyway.
- The shaft will need to be inspected for scoring – a cause of premature seal failure. This cannot be done easily without removing the shaft entirely.
- The bearings may have worn or even failed. They will most certainly need inspecting. The design of the pump is such that worn bearings can cause the shaft to wobble, which in turn wears and enlarges the seal shaft aperture – another cause of premature seal failure.

It is possible to buy repair kits which include new bearings, seals and 'O' rings. Parts4Engines.com sell a overhaul kit (less shaft) which, importantly, has stainless steel springs in the seals. <https://parts4engines.com/products/volvo-penta-md2030-raw-water-pump-impeller-service-kit?variant=44382619304177>

### This page:

**Top Left:** tell-tale water and rust stains

**Top right:** Missing a spring inside the seal

**Below:** Pump overhaul kit

### Opposite page:

**Top:** Gear puller

**Below:** Damaged impeller



Having removed the pump from the engine, I did the rest on the bench at the yacht club. A gear puller was required to remove the drive gear (inexpensive gear pullers are available in the UK from Toolstation, <https://www.toolstation.com/gear-puller-set/p79243>) (photo). It was then a matter of removing the circlip and driving out the shaft and bearings with a block of wood, and pushing out the seals with a socket spanner. The spring inside the shaft seal was missing, probably corroded away, and I think this was what caused the shaft seal to leak.

Rebuilding the pump was straight forward, pushing the seals in with a socket spanner and ensuring the bearings were properly seated. I managed to carelessly pinch the 'O' ring when refitting the pump to the engine. Luckily I had a spare.

The veins of the impeller were cracked so it was replaced, and I made a new gasket for the cover.

#### Inlet Blockage

Having re-built the pump it was now time for a shakedown cruise with my friend David. We motored out of Portsmouth Harbour and needed to push against the flood tide with the engine running at 3,000 revs, and then settled down for a gentle downwind sail to Newtown Creek on the Isle of Wight, some 15Nm away.

As we motored towards the creek entrance, I noticed the engine note from the exhaust didn't sound quite right. Peering over the side, the exhaust was dry. We turned back into the Solent and,

Your technical article is needed to fill this place in the next issue.  
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whilst David looked after things on deck, I removed the impeller cover and asked David to press the starter. This proved the impeller was working fine. We restarted the engine and found the exhaust water was flowing again at low revs, but stopped flowing when speed increased. Inspection of the sea water strainer revealed no flow of water in. We motored slowly into Newtown Creek and slowly out again the next morning. Back at the entrance to Portsmouth Harbour, we again had no exhaust water unless running on low revs.

Once back on the berth, I resorted to removing the hose from the saildrive and cleaning it through, and also opened the stopcock and saw a good flow of water into the bilge, proving there was no serious blockage. Everything was put back together and the engine was run at high revs, and good water flow was seen from the exhaust.

A week later I sailed solo to Newtown Creek without any problems, and declared the problem solved.

I was proved wrong. A fortnight later I made for Weymouth with my friend Andrew. The winds were light and we motored for seven hours without issue. The next morning we returned to Studland Bay and, while motoring upwind into a F5 towards the new eco-moorings, the engine overheat buzzer sounded - no exhaust water again! I slowed the engine and the buzzer stopped. We picked up the first available buoy.

On investigating, I found a piece of decaying leaf in the strainer by the inlet hose, a small amount fine stringy seaweed and some marine growth calcium deposits. The strainer was refilled and we ran the engine again. Once the initial reservoir of water from the strainer was used up, the exhaust ran dry again. Another piece of leaf was removed from the inlet. After repeating the cycle of cleaning and refilling again, the engine ran happily. Was the problem now solved?

Well, No! We had the same problem again when we started the engine to enter Portsmouth Harbour the next day. I cleared another piece of leaf from the strainer, refilled it whilst underway in the Inner Swatchway, and once we were satisfied with the water flow we entered port. The busy and narrow Portsmouth Harbour entrance is NOT the place to experience an engine failure!

A week later we sailed to Cherbourg and the engine ran faultlessly for 18 hours (see next article). It appears that the problem has now been solved.

#### **Conclusion:**

The three cooling problems were completely unrelated.

1. The muffler was 12 years old and end of life.
2. The pump water leak was caused by the corroding away of the pressure spring in the water seal.
3. Cooling water failure was caused by the blockage of the inlet by organic debris which slowly decayed and broke up over time.

**Jeremy Rowley, KOTO, D35 Classic**

**Top:** Debris in the strainer

**Middle:** Checking for blockages with an endoscope.

**Bottom:** More debris - a piece of leaf.

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**Copy date: 31st October.**

# The 96-Hour Weather Window

**Top:** Motoring out of Portsmouth Harbour at dusk

**Bottom:** Celebrating our Atlantic crossing in St. Lucia in 2018

*Photos by Jeremy and Richard Rowley*

**W**ith the uncertainties of Brexit and Covid, it had been a while since *KOTO* had been abroad, and with the cooling gremlins apparently solved (see previous article), I was determined to cross the English Channel this year. As the planned date drew near, it looked like a brief window of fine weather was opening up in this strange year of very changeable weather. The weather gods were being kind to us and a trip across the English Channel to Cherbourg was possible. For this particular trip I was sailing with my brother Richard, with whom I had sailed across the Atlantic on his Seastream 43 *Cerulean of Penryn* on the ARC+ in 2018.

## Wednesday

On the day of departure, we both did a full day's work. I sent a notification to Border Force informing them of our intended trip, and emailed the completed PFAP to the French Authorities. After work I drove 65 miles round the M25 to west London to pick up my brother, and a further 65 miles to Gosport where *KOTO* is moored.

2130: We cast off and headed towards the Eastern Solent. It was a fine evening with a clear sky, but no wind.

2230: We agreed to run a three-hour watch system and Richard went below to get some rest.

2300: Bembridge Ledge Buoy abeam. At this point the east-going tide that helpfully swept out of the Eastern Solent was still flowing east but was now working against us.

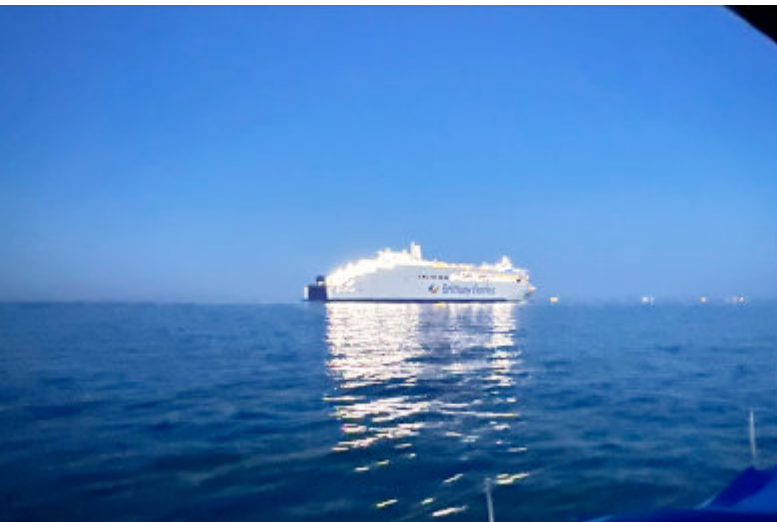
2320: West Princessa Buoy abeam. A fitful light westerly breeze kicked in and I was able to stop the engine, giving Richard a better chance of catching some sleep, but by 2345 I had the engine on again.

## Thursday

0005: By now we were off Sandown Bay. A gentle light wind kicked in and held. I turned the engine off once again. The adverse tide was carrying us under the bow of an anchored tanker so I tacked west away from the tanker and stood well into Sandwell Bay, before tacking back on to starboard and heading south again.

0130: Richard on watch. We were south of Dunnose Head and making our way steadily under sail, steering best to windward which worked out at 210°M, this was 10° more than the direct line to Cherbourg which I was happy with as I wanted to gain a bit of weather-gauge.





**Top:** Escorting a cross-channel ferry out of Portsmouth

**Middle:** Passing ahead of the the second ship

**Below:** Dodging behind the third ship



I settled down under the duvet in my cosy aft cabin feeling glad that the engine wasn't running; I would have a reasonable chance of getting some rest!

0400: Richard called down to say that we were in thick fog, and I rose from my bunk to have a look. We were crossing the west-going shipping lane and had vessels both behind and ahead of us. We could see them on AIS but nothing felt urgent. The fog bank rolled away again as quickly as it had appeared and I went back to my bunk to get a few minutes more rest before my watch, but I was aware that *KOTO's* movement was becoming more lively.

0430: I was back on watch and by now it was becoming lighter. A weak mini weather front had brought more

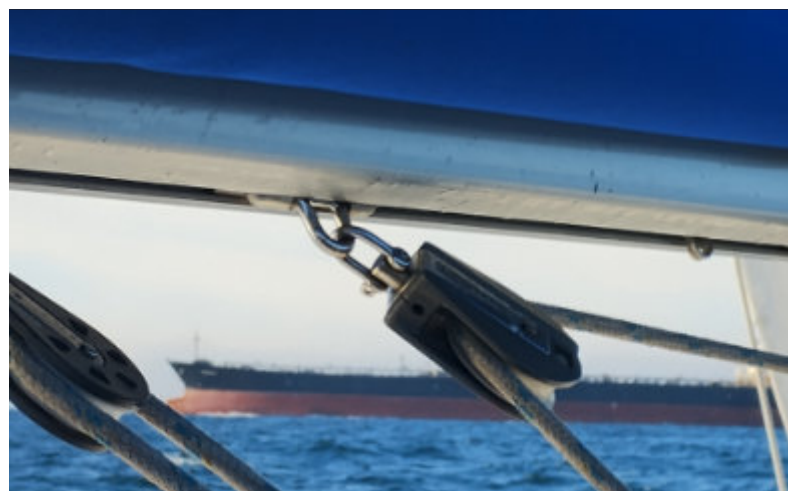
wind. We put in a reef, immediately followed by a second reef, which made *KOTO* a lot easier to handle. I settled down to a blustery stiff beat to windward with an apparent wind of between 19kts and 24kts in grey seas and skies. We were in the gap between the two shipping lanes so I did not have to worry too much about avoiding other shipping.

As my watch progressed, the cloud began to break up and I watched the progress of a blue strip of sky move eastwards towards the sun.

0730: Richard on watch. I stayed on deck, and by 0800 we were crossing the east-going shipping lane and three ships, very close to each other, became a concern. Looking at AIS and using Mark One eyeball, we

determined that we would pass clear ahead of the first two and behind the third within the space of only a couple of minutes.

1030: I was back on watch. We could clearly see the Cherbourg Peninsular as we shook one reef out. We



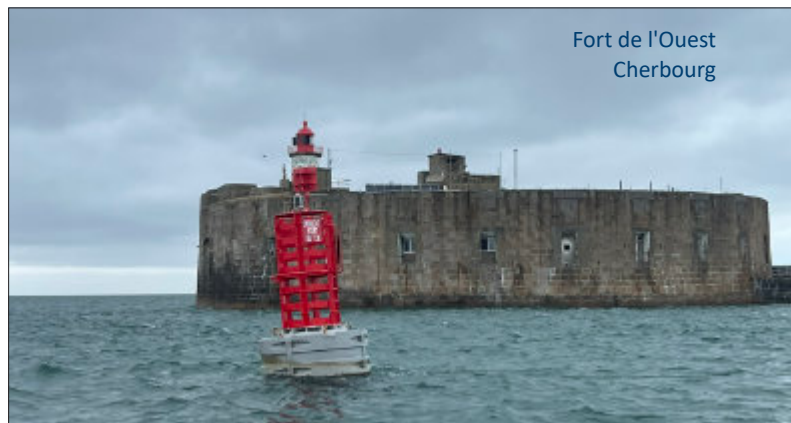
were now about 10 miles north and slightly west of the entrance to Cherbourg Harbour, and the tide was starting to turn against us. I reset the cross-track-error on the chart plotter so that we could see the effect of the tide on the nav-repeater at the helm.

1100: The wind continued to ease and out came the last reef, but our boat speed was still reducing and the increasing tide meant we were unable to maintain the Bearing to Waypoint. We motor-sailed enabling us to track down the waypoint bearing.

1215: Fort de L'Ouest abeam. We entered the Grande Rade with our yellow quarantine flag flying, and with the wind now behind us and the engine on idle, we slipped into the Petit Rade. By now it had clouded over and started to drizzle.

1245: We found a berth on 'P' pontoon and a fellow yachtsman kindly held our bow as we tied up.

We paid our fees at the marina office and enquired about clearing in. They said we needed to do that the next morning at 1030. We went back to *KOTO* and had a couple of hours kip.



Fort de l'Ouest  
Cherbourg

### Friday

The next morning we turned up early at the marina office to find a long queue of British sailors all waiting for customs and immigration. Whilst waiting, I filled in the PFAP form for exiting the EU early the next day. The officials were not happy to sign us both in and out at the same time, and we were told to return that evening to 'sign-out'.

We walked to the Carrefour supermarket and bought a stick of bread, cheese, charcuterie and a bottle of wine for lunch which we consumed back onboard *KOTO*. After lunch

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## Looking back, it's obvious

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we made our way back past Carrefour and climbed the steep hill to Fort Roule and the Museum de Liberation, and learnt all about the WW2 occupation of Cherbourg and its liberation in 1944 by the Americans. The fort provided spectacular panoramic views across the town and harbour.

We returned to the marina bar just in time for a quick beer before the officials 'exit stamped' our passports.

### Saturday

0400: Reveille. We rose to clear skies and very little wind: this characterised the rest of the day.

0430: Cast-off and made our way to Grande Rade.

0450: Fort de l'Est abeam. Steer 035M.

0600: Breakfast time. Porridge pots followed by bacon and mushroom rolls.

0700: We were passed by friends in their Nijad, and exchanged photos of each others yachts via Whats App (see cover photo).

0900: We were asked what our intentions were on VHF by a west-going container ship coming out of Le Havre. At the time we were already passing their bows with two miles to spare!

From here on, the log book became boringly repetitive as we recorded our hourly progress across the windless sea.

As we crossed the east-going shipping lane, AIS showed we needed to duck behind the stern of a ship and later, as we crossed the west-bound lane, we hailed two other ships on the radio to agree our intentions.

1600: 5Nm south of Dunnose Head. A gentle breeze kicked in from the west but sadly not enough to justify the engine being turned off as we needed to get as far north as possible before the tide turned against us.

1700: Dunnose Head abeam. The weakening tidal stream was sweeping us directly towards West Princessa.

1720: West Princessa Buoy abeam. The tide that was helping us was now on the turn. 20 minutes later we passed Bembridge Ledge Buoy and the ebb tide was now helping to sweep us into the Eastern Solent.

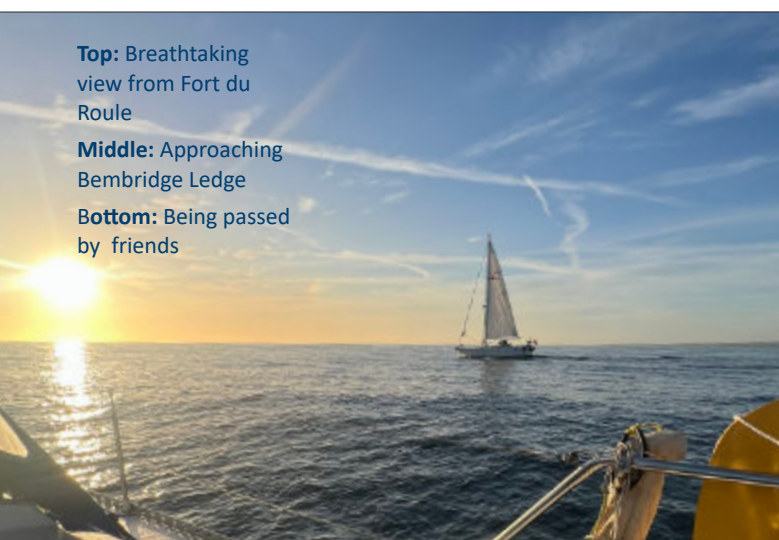


1930: Arrived back at *KOTO's* home berth.

We stayed on board that night. In the morning we cleaned through and put *KOTO* to bed properly. The engine had worked faultlessly for 18 hours: had the gremlins finally been resolved?

The rain set in for the day as we walked down the pontoon to the car park with all our gear. The 96-hour weather window had closed.

Jeremy Rowley, *KOTO*, D35 Classic



**Top:** Breathtaking view from Fort du Roule

**Middle:** Approaching Bembridge Ledge

**Bottom:** Being passed by friends

## The Statistics

	Outbound	Return	Totals
Distance (Nm)	73	72.9	155.9
Underway (hrs)	14.5	15	29.5
Engine (hrs)	3	15	18

# 2024 Survey Results

The 2024 AGM concluded that we should carry out a short survey of members to determine which of the services provided by the Association were most valued, identify whether there were any suggestions for new services, and see whether any members would be willing to take a more active part in the running of the Association, either by providing new services or by supporting or replacing current committee members who are looking to retire.

### Response Rate

75 responses were received and this was considered sufficient to draw conclusions. The international mix of responses was similar to the mix of members, so again reasonable conclusions could be drawn.

### Reasons for Joining

Members were asked to state their reason for joining in their own words. These reasons were then considered in detail, and also categorised into groups, which shows that technical information needs dominated. These figures are not really any surprise as they reflect the issues and relative popularity of particular areas and discussions on the web site.

### Importance of Services

Members were asked to rate the importance to them of various services provided by the Association, and it was clear from the results that the Members' Forum and "Manual Archive" are seen by nearly all as critical to the Association's offering.

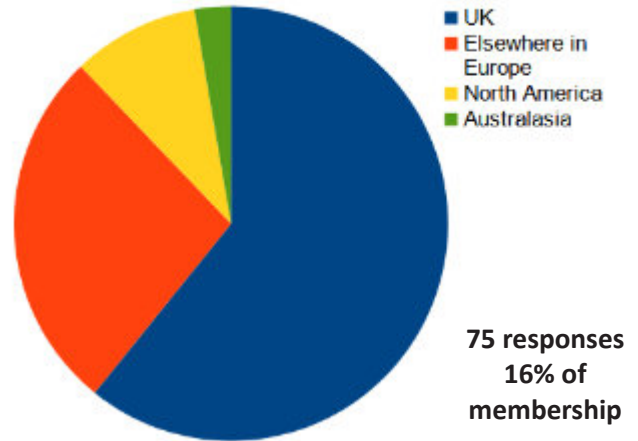
However, other services were also rated as "important".

### Additional Ideas

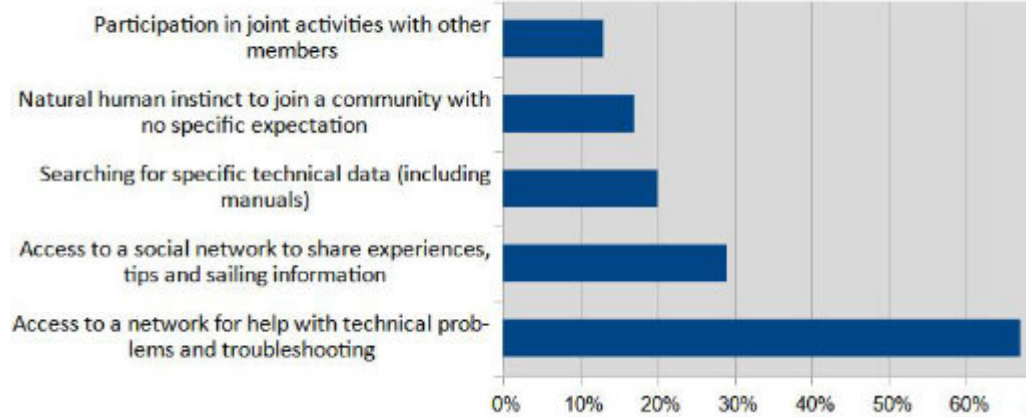
Members were asked "What additional ideas or changes would you like to see from the Dufour Association, be that on the web site, in events, in information, or whatever...?". Responses were again in their own words which allowed detailed analysis but responses could also be grouped as shown in the pie chart.

'Desired' services included some things which already exist, as well as some further development of existing services. This indicates that we need to reconsider some aspects of the web site design, and also promote or explain some features more, which we have already started to do via emailshot news and some minor web site design changes. Other identified topics such as meet-ups,

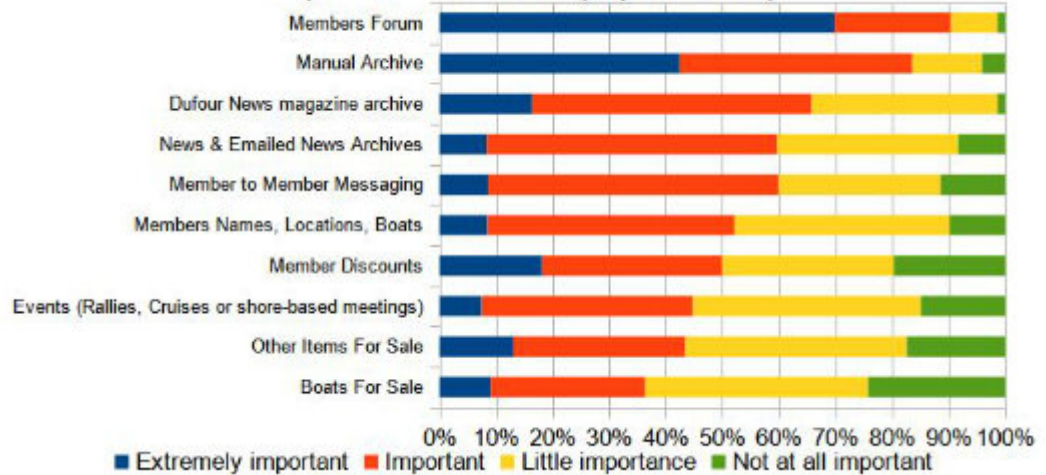
Location of Respondents



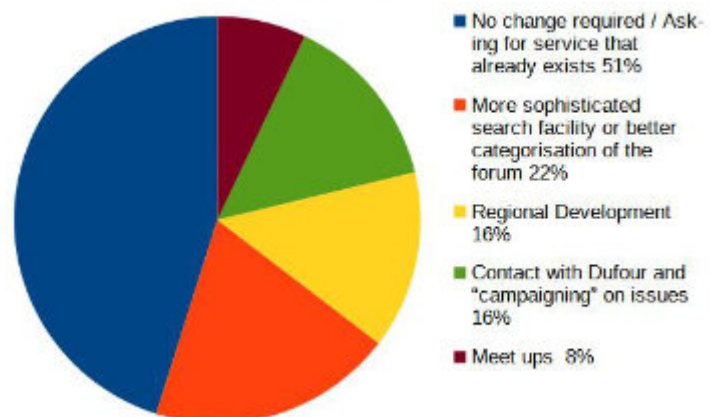
Reasons for Joining



Importance of Service (esp. web site)



Additional Ideas



regional development and “campaigning” probably require more focus on supporting members in doing this.

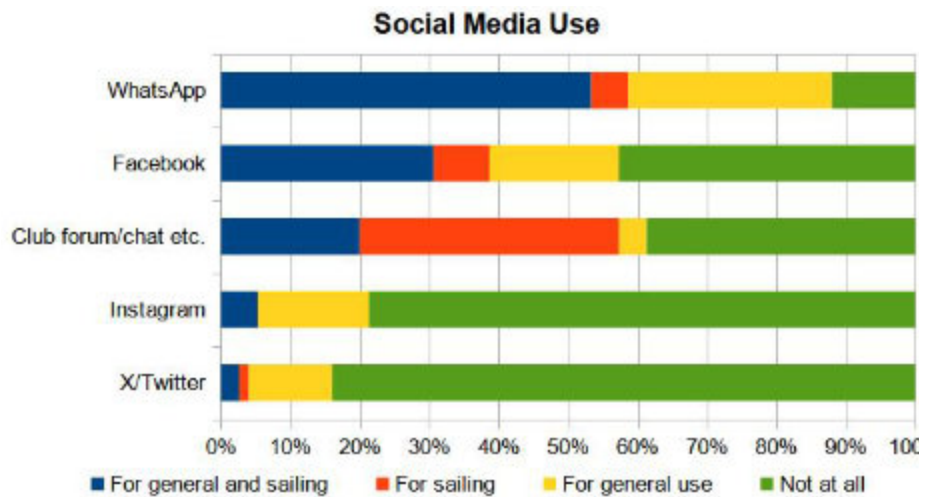
**Other Memberships**

On the more “social” side, we were interested in what other memberships and types of interactions members might have, be they physical (eg. in clubs) or online in “social media”. Again there was more detail in the answers but broadly 73% are members of a local association or club, while 65% are members of a national association or club.

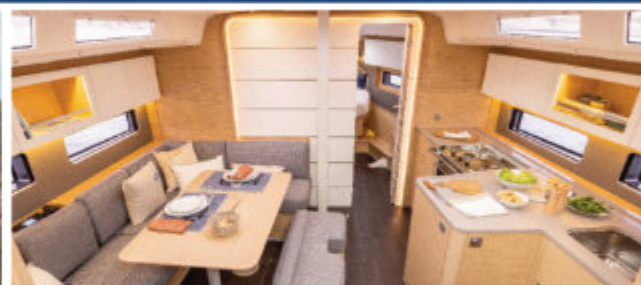
**Social Media**

The rise of social media for person to person interaction is significant and the survey questioned how important this was by querying the use of various platforms.

- WhatsApp is clearly the most popular with nearly 88% of respondents using it, and nearly 59% using it for reasons related to sailing. Whether this is something the Association could or should act upon needs discussion.
- X/Twitter and Instagram are used by few respondents; just 16% for X/Twitter and 21% for Instagram.
- Facebook is used by some 57% of respondents, with nearly 39% using it for sailing related activities.



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## Applications

Sailing Apps on phones and tablets have gone through a major development period and there are now numerous Apps competing to provide information related to sailing (as well as other activities).

Nevertheless, relatively few appear to have been adopted by our respondents, with only Navionics and Navily reaching double figures for frequent use, with Navionics at nearly 60% and Navily at 17%.

## Assisting the Association

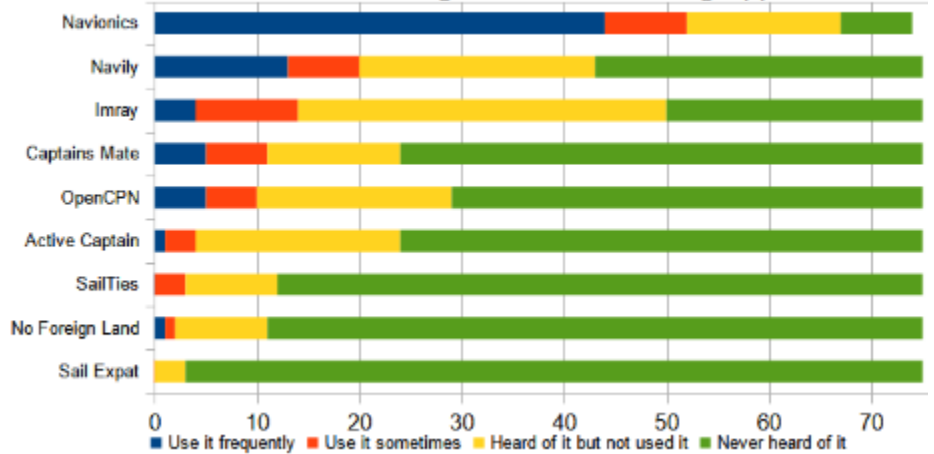
Members were asked whether they would be willing to assist in the development or support of the Association. 12 members replied 'Yes', with a further 31 members replying that they 'might'. In each case they specified which areas they could assist with, so we will be able to follow this up on an individual basis over the coming weeks and months.

## Conclusion

As with many surveys there are few surprises in the responses, but some confirmation of previous assumptions, plus some key information on the relative importance of different Association services. The Association's committee is currently working through the detailed results, discussing future plans and undertaking some new work which we trust will meet the approval of members. However, we cannot underplay how important it is for everyone to bear in mind that this is a Membership Association and we all have a part to play in making it more useful to us all.

Bob Garrett, Chairman, [Chairman@dufour.org.uk](mailto:Chairman@dufour.org.uk)

## Knowledge and Use of Sailing Apps



If you have any questions or suggestions regarding the survey, please email the Chairman



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Technical Advice

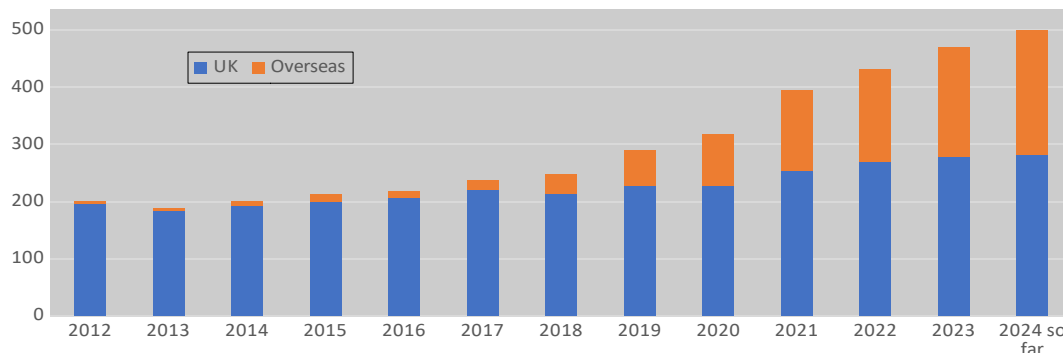


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## Membership reaches 500!



Grzegorz Rompa from Poland became the concurrent 500<sup>th</sup> member of the Association. Grzegorz is representative of the ever-expanding reach of the Association throughout the world’s Dufour-owning community.

In the last five years membership numbers have doubled, mainly due to the increasing number of members from outside the UK. The Association started in the early 1980s as a solely UK group but, with the increased use of online communication and the creation of the Association website, we have been able to accept members from anywhere in the world. Overseas membership now makes up 44% of our total. After the UK, the biggest membership is in the USA, but they are hotly pursued by Australia and, unsurprisingly, Ireland. The actual numbers in each of those

countries is well below the UK because that 44% is spread across the entire globe – from Finland in the north to South Africa in the south and from Vancouver in the west to Auckland in the east.

The membership also covers a wide range of boats, old and new, large and small. 5% of members’ boats are over 45 ft and 10% are under 28ft but the most popular size is still 36ft. The boats range from brand new to those built in the 1970s, with nearly a quarter of them being before the Classic range was launched in 1997.

No matter what Dufour you own, you will always find helpful advice and information willingly given by the diverse membership of our Association.

**Alan Thomas, Treasurer and Membership Secretary**

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