

Inshore and Coastal Sailing

Inshore and Coastal Cruising

Inshore and coastal sailing is by far the largest category of sailing. Marinas and moorings are full of boats ranging from 20ft upwards. These boats will cruise up and down the coast often on a day sail, occasionally port hopping and, when time permits, cruising further afield to neighbouring countries. The objective is usually to cruise for pleasure and, in most peoples' book, pleasure involves staying warm and dry. I am sure you have heard the saying "Sailing can be like standing under a cold shower tearing up £10 notes". Well it may have been once but my whole business exists around eliminating the cold shower part of the equation. If we can keep the ocean racers dry in the Southern Ocean where surfing down 40ft waves at 25 knots and the spray or green water over the deck has enough pressure to knock you off your feet, we can certainly keep you dry cruising off the coast of Cornwall. That is not to say that the Coastal sailors are not exposed to rough weather. A full-blown gale in the English Channel is not to be taken lightly. When talking to the Volvo Ocean Race sailors, they believed the most severe conditions they experienced in the entire race were on the leg from La Rochelle to Gothenburg.

Type of boats

Your boat is likely to be 20ft upwards and kept on a mooring or Marina berth. You will mostly likely have an open cockpit with little in the way of protection from the elements.

Duration

Typically you will be a weekend sailor or grabbing the odd hour when time permits on a nice summer's evening. You will probably cruise up and down the coast, port hopping, and on a summer vacation venturing further afield. You will usually have access to shipping forecasts and local weather reports and can often pick your trips to take place in fairer weather. Inevitably though you will get caught out at some point or face a deadline to get back to the office on Monday morning, resulting in your having to beat into a Westerly gale.

Inshore and Coastal Sailing

Base Layer

I believe a base layer is important for this type of sailing, particularly if you want to get the best out of your breathable clothing. Cotton will soak up moisture and sweat and stay damp for the duration of the trip.

Your options are to wear a crew or zip neck top and leggings. These are made in a thermal stretch fabric, woven in a two yarn "bi-polar" system to enhance moisture vapour management. You'll find the fabric moves moisture away from the skin and traps air in the weave to keep you warm. It is also very quick drying.

Page 22 Gill catalogue 2003 Gill Base layer
or visit gillmarine.com

Mid Layer

This is the insulating layer and unless you are a mid-summer only sailor you will need it. Even then it is cold on the 0200-0600 watch. The mid layer follows the 'no cotton' rule and is fleece based.

The options are an i4 fleece jacket or smock and salopette or the micro fleece toasty top and pant. You might even want to consider both. In extremely cold conditions the micro fleece can be used as an additional layer or, in milder conditions, as the mid layer. More than one thermal top is always a good idea and the different weights give you added flexibility.

Page 23&24 Gill catalogue 2003
i4 fleece
Toasty micro fleece

Inshore and Coastal Sailing

Waterproof layer

There is considerable choice for the inshore and coastal sailor when it comes to the waterproof layer. For around £100 you can buy a breathable, fully waterproof, lined jacket with a hood that folds into its own fleece lined collar, with soft P.U adjustable inner cuffs and outer wrist tabs. There will also be fleece lined hand warmer pockets and a high visibility reflective strip. This will be perfectly adequate for most of your sailing. For £150 you will get similar features, a higher collar with more adjustments on the hood and the fabric will be to a generally higher specification. You can also still buy traditional PVC coated fabric waterproofs that aren't breathable but are very durable and made to a very high standard for around £80. This is exceptional value and makes a lot of sense if you're providing spare sets on board for guests.

If you are a warm weather sailor only or you want a second jacket that is also suitable should you charter a yacht in the Mediterranean or Caribbean, then the Coast Lite jacket is perfect. It is fully waterproof and breathable but light enough for those warmer days and can cross over for use onshore as well.

Page 10&11 Gill catalogue 2003
Inshore/Coastal Waterproofs
Inshore/coastal Waterproofs

For further information on your product selection contact the Gill Technical Clothing Specialist on 01159 460844
Or e-mail TCS@gilluk.com
Or visit www.gillmarine.com

Inshore Racing



Type of boats

There is a wide range of boats used for inshore racing. These can be club racing boats that are predominantly cruisers but also have a handicap. It will usually be relatively tame and is for those who want to mix cruising with racing. There is also a wide range of racing classes in the 20ft to 35ft category that race round the cans or in classes, or handicap fleets. These will include the sports boat category that blurs the edges between dinghy and keelboat racing. It is athletic, exhilarating and extremely wet. Illustrated above is the Melges 24 that shows just how close to dinghy sailing this can be.

Duration

Inshore racing is day sailing and the on-water duration can range from two hours to most of the day. The difference between inshore and offshore racing is that there is usually a hot shower at the end and a change of clothing should it be needed.

Base Layer

As with going cruising, the base layer is important for this type of sailing, particularly if you want to get the best out of your breathable clothing. Cotton will soak up moisture and sweat and stay damp for the duration of the trip.

Your options are a crew or zip neck top and leggings. These are made in a thermal stretch fabric woven in a two yarn "bi-polar" system to enhance moisture vapour management. You'll find the fabric moves moisture away from the skin and traps air in the weave to keep you warm. It is also very quick drying.

Page 22 Gill catalogue 2003 Gill Base layer

Inshore Racing

Mid Layer

This is the insulating layer. The mid layer follows the 'no cotton' rule and is fleece based. Your choice of mid layer depends on the temperatures you are sailing in and the options are similar to those available for dinghy sailors. These include a fleece top and salopette or, if you are likely to be sailing for much of the year, the Crosswind shelled mid layer that is my recommendation. It is windproof and water-resistant and can, when it is not too wet, be worn on its own. The salopette offers protection for the whole body (with the exception of the sleeves) and should be sufficient. When it's really cold, add the jacket over the top and you should be warm in all conditions.

Page 23 Gill Catalogue 2003 Mid Layer

Waterproof layer

The smaller and wetter the boat, the more it becomes like sailing a dinghy, with the difference being that you are unlikely to actually end up in the water, so drysuits and wetsuits are not necessary. Having sailed a Melges 24 sports boat, my preferred waterproof layer (in all but very cold weather) would be the dinghy system top and chest high trousers. They are lightweight, waterproof and breathable, and enable you to move around at speed. An alternative is to use the dry top that, in particularly wet conditions, will guarantee that no water gets down your neck and up your sleeves.

As the boat size increases or you need to make more room for mid layer underneath, then moving to the Coast range or Key West would be my recommendation. This gives you a high collar and hood and a fly front on the chest high trousers. The materials are slightly heavier and will be more durable

Page 9,10&12 Gill catalogue 2003
Dinghy System and one design
Coast Range, Key West Range

For further information on your product selection contact
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Or e-mail TCS@gilluk.com
Or visit www.gillmarine.com

Pro-Choice

Mark Rushall

Mark has been sailing all his life. His on-water experiences range from being Schools Dinghy Champion, moving up to University team racing and he has been awarded National Champion status in numerous fleets. More recently Mark has moved into racing sportsboats, campaigning 1720's, the new Laser SB3 and Mumm 30's. He has also spent his working life in the marine industry with Racing Sailboats, Proctor Masts and Hyde Sails. He is held in high regard and, in what spare time he has, passes his knowledge on via the pages of Yachts & Yachting.

There is little that Mark doesn't know about sailing and the clothing needed to keep him warm and dry.

Base Layer

Base layer crew neck top and leggings in cold conditions and crew neck top and Gill technical sailing shorts in warm.

Mid Layer

Crosswind shelled mid layer top and fleece salopettes in cold conditions. In warm conditions, Crosswind top and technical shorts.

Waterproof Layer

Key West breathable jacket and trousers in cold conditions and in warm I will replace the jacket with my dinghy system top.

Footwear

Gill Breathable Boots and Tall Yachting Boots together with thermal arctic socks and Competition boots in warmer weather.

Gloves

In cold conditions Gill 3-season gloves and in warm Gill Regatta gloves.

Head gear

Gill Fleece Hat which is exceptionally comfortable as well as quick drying and in the summer the sailing cap.

Inshore Racing

How important is the actual weight of the gear?

Not particularly in Sportsboats; freedom of movement is key for me which is something Gill is particularly good at in its designs

What is your favourite bit of kit ?

Crosswind Jacket and a close second is the little duffle bag that came with the compact holdall – absolutely brilliant- I can fit everything I need in it for a day's sailing - flask, banana, munchy bar and sailing instructions.

Any interesting anecdotes relating to clothing?

In the big floods in December 2000 I paddled our Canadian canoe from 2 miles inland of the source of the Ems, all the way to the sea. Much of the river dries during the summer, but at this time it was a raging torrent! This adventure included 5 capsize, several weirs, a tunnel under the motorway, two millponds, lots of barbed wire to name but a few. We survived thanks to our Gill boots, gloves, salopettes and trusty Crosswind smock (now looking a little dog eared as a result of the barbed wire!) We are not sure whether to attempt the Meon, the Hamble, or the Arun next time.

The table over guides you through your clothing options. Firstly, decide which category or layer you are interested in and there will usually be a choice of products to consider, depending on the climate, personal preferences and budget. For example in the mid layer section I suggest either a conventional fleece jacket or smock, a toasty top (a micro fleece:- thicker than a base layer but thinner and lighter than normal fleece) or at the top end of the scale the Crosswind shelled mid layer. They will all do the job, however the choice is yours.

Inshore Racing

Inshore/Coastal Product Selector

Inshore/Coastal	Base Layer	Mid layer	Waterproof	Footwear	Accessories		
Cruising	Crew Neck	i4 Jacket	Coast Lite	W	Tall boot	Deckhand Glove	W
	Zip neck	i4 smock	Coast	A,F	Short boot	Helmsman Glove	A
	Leggings	i4 Salopette				Hats & Socks	
	Toasty Top	Southern Cross		A,J		Holdalls	
	Toasty Pants	Key West		A,F			
Racing	Crew Neck	Crosswind Jacket	Key West	A,F	Tall Boot	Regatta Glove	A
	Zip neck	Crosswind Salopette	Dry Top	A	Competition Boot	Championship Glove	A
	Leggings	Dinghy System		W		3 Season Glove	A
	One Piece					Hats & socks	
						Holdalls	
					Sailing watch		

A denotes all seasons

W denotes warm conditions

F denotes Female specific sizes available

J denotes Junior sizes available