

A drop of pure shine from America!

Collinite is an American range of wax-based boat cleaning and polishing products, now being imported to the UK market by Ship Shape Norfolk Ltd, of Southery, near Downham Market. The range consists of GRP cleaners, a variety of wax coatings, a metal polish and a leather/vinyl cleaner-polish.

Anglia Afloat Boat Doctor Garth Cooper, Hardy 34 owner Nick Grimes and Westery Konsort owner Phil Munslow are trying the products out (see Boat Doctor on page 74).

Apart from sprucing up boat hulls and coachroof, the products are also available for cars and aircraft. They also make a product for grp moulders.

Collinite 920 Fibreglass Boat Cleaner is claimed to easily remove dirt, film, oxidation, oil, grease, and rust and exhaust stains without hard rubbing or buffing.

Having cleaned your hull there are three versions of the wax products to give a lasting shine: 925 Fibreglass Boat Wax, which it is claimed can be used on the bottom of a boat and resists scuffing, scrubbing, salt water and attack by marine organisms. 870 Fleetwax, which is also designed for use on aircraft, leaves a double coating of long-lasting protection. 885 Fleetwax is a paste version, which is claimed to seal the pores of GRP and shield against acid rain, sun, salt and bugs.

All these wax products contain pure carnauba wax from the palm tree, combined with advanced polymers.

Two other products in the range are



Collinite's 850 metal wax and 855 Sapphire leather and vinyl wax. There's even a special wax called Jet Craft developed for use on jet skis.

The liquid versions come in one pint and half gallon packs and the wax paste in 12-ounce cans.

Costs are: Collinite 920 Fibreglass Boat Cleaner £10 a pint.

Collinite 925 Fibreglass Boat Wax (liquid) £17.50/pint.

Collinite 870 Fleetwax (liquid) £18.50/pint.

Collinite 885 Fleetwax (paste) £200/12oz.

Collinite 850 Metalwax (liquid) £14.50/pint.

Collinite 855 Sapphire Leather and Vinyl Wax (liquid) £16/pint.

Collinite 930 Jet Craft Wax (liquid) £12.50/12 fl oz.

It's available from Shipshape Norfolk Ltd, 34 Ferry Bank, Southery, Downham Market, Norfolk, PE38 0PN. Tel: 01353 676007

E-mail: sales@shipshapenorfolkLtd.co.uk

Claimed to be the stickiest, grippiest deck sole ever made by Musto, its new GD360-LT leather trainer deck shoe sole is made from a compound that increases grip by 20 per cent, wet or dry. Grip on the deck is matched by grip and support of the foot by the front lacing system which connects to reflective tape

running fore and aft of the bridge and round the heel; and an anatomically-shaped, shock absorbing removable foot-bed with heel

and toe cushioning. Musto GD360-LT £80. Sizes 5 to 14 (and half-sizes, colours tan, birch, dark brown and grey).



For dinghy sailors Musto has introduced the lightweight dinghy smock, which is not only lighter than previous versions, but also is breathable, shower and spray proof. It features a new gusseted neck, diagonal zipped pockets for easy access when wearing a bouncy aid or hanging on a trapeze. There's even room to carry an in-pocket aquapac.

Musto Lightweight dinghy smock junior £39.95; adult £49.95. Sizes, junior JS to JL; adult S to XXL. Colours black, lilac, red and white.

Wetsuit alternative!

Gill Speedskins are a novel alternative to a wetsuit. Unlike neoprene they are highly breathable and considerably more comfortable to wear. They are made from a new waterproof, windproof and durable three-layer soft shell fabric designed to hug the body. The material has a fleece backing and special bindings and special bindings at the armholes and neck to stop water getting in. They are claimed to be easier to get into than a wetsuit, the men's version has a full-length front zip and the women's a full-length back zip.

The same material is used to make a new thermal dinghy top, which has a high collar offering spray protection and a stretchy waistband to both keep out chilly draughts and to stop the top riding up.

Gill Speedskin £85. Men XS to XL, women 10 to 16, colour black. Thermal dinghy top £75. Sizes S to XL. Colour black/silver.



Kayak capability from the Kiwis



For canoeists, the New Zealand-designed C-Tug kayak trolley from Johnson Outdoors Watercraft, of Yarmouth, is the perfect way to transport a kayak, sailboard or even a small inflatable dinghy. It assembles in 30 seconds, and has adjustable hull seating pads (you can buy two and cart a catamaran round quite easily for less cost than buying a specially built launching trolley).

Made of a reinforced composite, they are rugged, rustproof, and will carry up to

120 kg. A simple X-frame is locked together to take the hull supports and wheels, which slip on over stainless steel stub axles and are held in place with reinforced cams. The hull pads simply slot into place. A quick-release strap locks the boat and trolley together. Wide pneumatic tyres give a smooth ride over even rough surfaces and there's a fold-down foot to keep the trolley level for loading.

C-Tug £80. Available from Johnson Outdoors Watercraft, 01493 745192 or e-mail office@johnsonoutdoors.co.uk



... And it's so kind to my hands too!

Just very occasionally a new idea, product or technique comes along and grabs you.

Now we don't normally follow the pattern of the "other" yachting Press and devote pages and pages to extolling the virtues of new products, gear tests and how-to articles...

But in our New Products feature on page 72 this issue I report on an American cleaning and polishing product range which is new to this country — Collinite. It's imported by a local woman, Carol Branson, through her company Shipshape Norfolk Ltd of Southery, near Downham Market.

It's brilliant!

Not having a GRP boat I asked a mate of mine, Nick Grimes, who keeps his five-year-old Hardy 32 Commander in immaculate condition, to try it and to compare it with his existing product.

Nick's opening remark when he rang me to say he'd started using it was: "Bloody marvellous. Magic. If this lasts well, I'm converted."

Indeed I was helping Nick and his wife Pauline clean down and wax the wheelhouse roof when a cosmetically tired and clearly well-used early UFO 34 tide up alongside.

The owners remarked on the incredible finish Nick was getting, so we tried some of the cleaner and then an application of the wax (total time five minutes) and we'd converted the owner's daughter as well.

"I've been looking for something like this for years," she said. "It's so easy to use and the result is marvellous."

What sold it to me is that, like a lot of arthritis sufferers, applying "elbow grease" is a painful business and, frankly, I won't use a mechanical buffer because they tend to heat up the wax and damage the gel coat.

Whether using the cleaner or the wax polishes, it's simply a case of wipe on, let haze and gently (oh, how I love that word) wipe off. You can see your face in the finish.

Collinite isn't a new product. A "secret" mix of carnauba wax from palm trees and different polymers for the different uses, it was first marketed in the USA before the first world war. There are versions for doing cars, aircraft (to make them slip through the air more easily and use less fuel) as well as for boats, leather and vinyl upholstery. There's even one for GRP moulders to line the plugs with for a clean hull retrieval.

Carol Branson set up Shipshape Norfolk after her children fledged the nest and, with her husband working away a lot of the time, she felt it was time go into business on her



BEFORE: Left, Sea Bird's stern before treatment. After: Nick is pleased with the result.

own. She had tried a wide range of cleaning products on the family's various motor cruisers, the current boat is a Targa 33 kept at Lowestoft in the summer and on the Great Ouse out of season.

Having found Collinite she then asked for a source of regular supply, only to be told that there wasn't one in the UK, so she negotiated to be the sole importer for the UK.

I will be using it, even though my old girl's made of tree wood. She'll get a repaint later this summer and three weeks afterwards a coating of the Fleetwax. As it is claimed to be resistant to ultra violet rays, grime, salt water and the like, it's just possible it'll extend the life of my paint.

They say it never strikes twice...

First it was lightning, now it's fire! Or closing the stable door etc...

On Bank Holiday Monday I left the engine running at 1100 rpm in gear charging the batteries while I took stuff ashore. On my return, the saloon was filling with black acrid smoke seeping out of the engine box, bilges and from behind the engine and instrument panels. Fortunately the engine cut-off button worked. I also cut the battery isolator switches.

I lifted the engine box just enough to fire the contents of an extinguisher in and nearly got gassed in the process, then realised there was a glow below the floorboards so fired a second extinguisher through the lifting holes into the battery compartment and along the main conduit. The leftovers were fired off behind the instrument panel.

It was a frightening few moments, but thanks to some prompt action by Jonathan Dyke, MD of Suffolk Yacht Harbour who ran some 300 yards carrying a heavy fire extinguisher in case I hadn't sufficient, we had it all under control in minutes. A GRP boat would almost certainly have gone up with a whoosh.

Perhaps even worse than the wrecked wiring system, scorched varnish and

paintwork was the mess left by the dry powder fire extinguishers. Unfortunately it's corrosive if wet, so the first priority was to vacuum and then wipe the boat, engine and surfaces clean of every trace of it. Even the galley kit was taken home and put through the dishwasher.

The engine was checked over by local Beta Marine engineer Lindsay Rufford and underwent a complete re-electrification — alternator, starter motor, wiring loom, instrument senders, control panel and its wiring loom. The DuoGen wind/water generator has gone back to manufacturer Eclectic for a check out. Its wiring to the domestic battery was well cooked.

Robin Cole of Precision Navigation sent an electronics engineer to survey and report on the damage, and advise on a rewire and new panel and safeguards. And Dave Melton, boss of FireTrace (whom we reported on in the last issue) supplied an automatic extinguisher system covering the engine box, battery compartment, wiring looms and switch panels. I've replaced the two used extinguishers and I've bought a third which I'll keep handy in the cockpit.

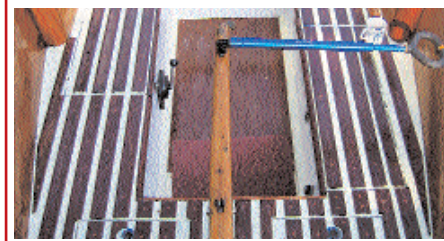
In 1999 Ngaire was hit by lightning and we had to rewire and fit all new instruments.

2007 looks to be a repeat.



Sorry! In Boat Doctor in the last issue we inadvertently wrongly cropped the picture at the top of the page, purporting to show the Friend Tiller extension.

Here's what it looks like:



Tip: Got a squeaking loo? Pour a couple of drops of olive oil into the pan occasionally and pump through the system. Quite whether virgin, extra virgin or just good old plain is best, we'll let you know.