



Photos Rick Buettner

What's she like below

The companionway opens out to a wide hatchway and the two steps on the engine box, although quite shallow and flat, are well covered in non-slip tread. This makes access below fairly simple, even when well heeled.

She is surprisingly roomy down below for a 29-footer, mainly due to her generous beam and 6ft headroom throughout the saloon. Placing the seating well outboard has also allowed sufficient room for six to sit around the removable table, but does reduce stowage behind the seating to a narrow, but deep and well-fiddled shelf. There is, however, some further stowage in small cave lockers behind the seatbacks and in bins under the settees – but only in the sections forward of the two water tanks.

She manages to be a six berth boat thanks to a simple pull-out board that is stowed under the starboard settee cushion, which gives you a 2.03m L x 1.09m W (6ft 8in x 3ft 7in) double berth, but six people living on board would make it mighty crowded unless, of course, you are in sunnier climes and spend most of the day on deck. The port settee is the same length as this – if you include the small trotter box at the foot – and 0.90m (2ft 11in) wide at the head.

The generous 2.10m L x 0.90m W (6ft 10in x 2ft 11in) quarter berth is a good place to sleep on passage, but on *Cleopatra II* the head of this berth is restricted by the fixed chart table. Originally, the chart table was removable, but the previous owner thought it better to sacrifice

part of the berth for the security of a rigid chart table. Under the quarter berth are the batteries and stowage. There is a boxed in area for the switch panel and further instruments, together with a smallish locker for bits and pieces, an instrument box and space for pilot books etc on the shelf just forward of the table.

The galley opposite the chart table is rather basic on *Cleopatra II*, with just a small gimbaled two-ring gas hob with integral gas canister, but Phil says that the facilities available are all he needs for the day sailing that he does at the moment, and there is still the option to return to the separate bottle system when he starts to cruise further afield as the pipe work and locker are still in place.