

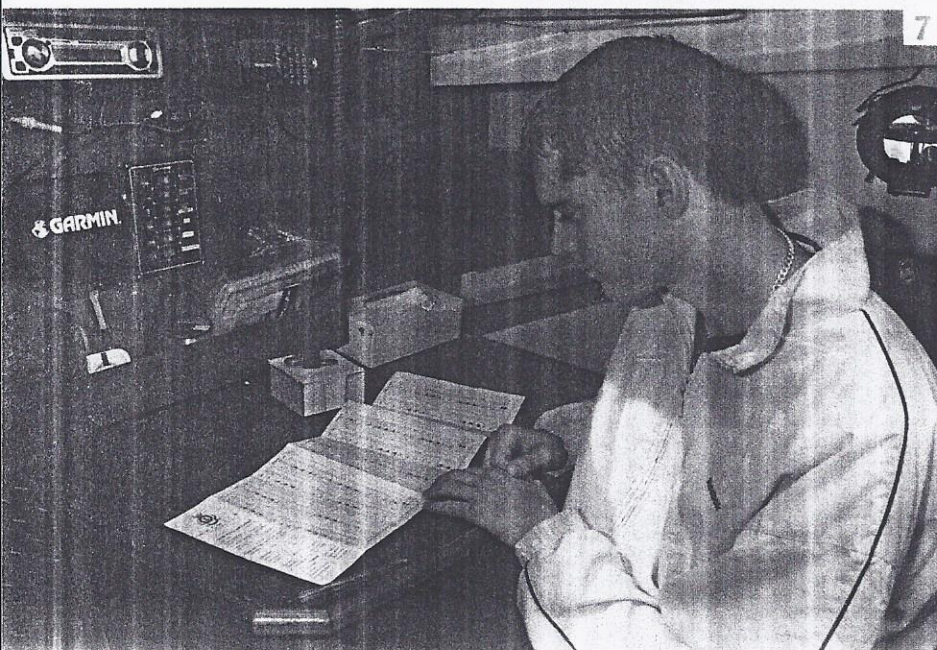
## The owner



Our test boat *Cleopatra II*, now owned by Brighton-based Phil Howard, used to be part of a Sunsail fleet in Turkey, in a former life, and then found her way back to the UK via the

Med with then owner, Simon Gledhill.

Phil only acquired her this spring and is a newcomer to cruising boats, having previously only sailed dinghies. He is due to take the RYA Day Skipper course this winter. Most of Phil's sailing is done around his home port of Brighton, where he learns and practises his boat-handling skills. He's slowly getting the hang of *Cleopatra* and plans to update her when he has spent enough time on board and knows how he wants her set up.



**1** Remove the companionway steps and most parts of the engine can be accessed with relative ease

**2** The seating is comfortable and surprisingly roomy for a boat of this size, and the table can be removed

**3** The vee-berth becomes a decent-sized double with the infill in place, but stowage is limited

**4** The galley is basic in *Cleopatra*, but all the essentials are in place, such as a deep sink, plenty of stowage and room for a fridge

**5** There is 6ft headroom throughout the saloon and good use of a generous beam gives a spacious feel

**6** As a result of a deep cut-out into the cockpit, there is plenty of space to work in the galley area

**7** A fixed chart table makes the quarter berth a little restricted, but the working area at the station allows plenty of room for instruments and charts

# decks?

A cleverly designed cockpit creates a good working area and allows room for a deep sink and plenty of crockery and stowage all round. The GRP moulding ches right under the bridgedeck and has trays to hold bottles etc and to stop plates sliding around under way. Further lockers add to storage for pans etc and there is a fully drawer directly under the cooker. Water is stored in two tanks, one for the galley, one for the heads, and is pumped by a foot pump beside each sink.

The heads area is accessed through a door which is a fairly tight squeeze once inside, but the door can be shut in using the same door that opens off the forecabin so either party can have

opposite the loo, on the port side of the hull, so shutting both doors gives you enough room to wash all over without bashing your elbows mid ablutions. It would also be possible to fit a shower into the space, with the addition of a pressurised water system. A few lockers offer limited stowage for washing paraphernalia and a couple of mushroom vents ensure the air keeps sweet.

The forecabin has a smallish vee-berth measuring 1.96m L x 1.72m W (6ft 4in x 5ft 8in) when the infill is in place and there is enough headroom for someone to stand under the hatch to dress once the infill has been removed. Stowage is limited in this area, though, to space beneath the berth or on two narrow shelves

Engine access is gained by removing the companionway steps, or through one side panel to starboard. It's the usual tight fit for a boat of this size, but all important service areas can just be reached with a little yogic manipulation and further tantric manoeuvres will also allow you to reach the stern gland via the cockpit locker. A reasonably deep bilge allows a good size electric bilge pump to be installed and stops any water from riding up behind the lockers and seating.

Moving around below is made easy by the excellent stainless-steel handholds in the deckhead, which are through-bolted to the holds on deck for extra strength. Stowing the table in its position behind the seat back leaves plenty of