

Ocean Sailing

Cruising

More and more people today are sailing further afield. It could be fulfilling a life long dream to sail your way round the world or to take part in one of the many blue water rallies where you can cruise in company reasonably secure in the knowledge that help will not be too far away. A good friend of mine from Nottingham did just that. He sold his business, bought a suitable 60ft boat and set off around the world. When I asked him if he had come across another friend doing the same thing, he said "oh yes, in fact I had to rescue her when her boat sank having hit a whale."

Type of boats

When you are sailing across oceans it will normally be in a boat of 35ft plus, although there is nothing to stop you sailing in any size boat. You may well have an open cockpit with little in the way of protection from the elements.

Duration

You could be away for weeks on end so you need to cater for all weathers. You cannot sail around storms; it is a case of batten down the hatches and make sure you have your foul weather gear at the ready. You will also encounter much bigger seas. Once you are out into the Atlantic waves can be 20-30ft high and when they break over you, you certainly know about it.

Base Layer

A base layer is essential for this type of sailing when you are away from normal washing facilities and you are wearing waterproof clothing for long periods and want to keep as comfortable as possible. Cotton is an absolute no-no, it will soak up moisture and sweat and stay damp for the duration of the trip.

The options are a crew or zip neck top and leggings. They 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

Ocean Sailing

Mid Layer

This is the insulating layer and with being away for long periods and night sailing there is no doubt you will need it at some point. Even in the middle of summer it is cold on the 0200-0600 watch. The mid layer follows the 'no cotton' rule and is fleece based.

The options are i4 fleece jacket or smock and salopette or for additional protection the shelled fleece Crosswind range. This is like a traditional fleece garment with a windproof and water resistant fabric on the outside. The salopettes give you complete leg and body protection and when worn with the jacket give double insulation around the middle. Being away for long periods you may want to consider both which will give you added flexibility.

Page 23 & 24 Gill catalogue 2003
i4 fleece, Mid Layer, Toasty micro fleece

Waterproof layer

With Ocean sailing you will be on deck for long periods of time, and what you need is a high fleece lined collar that can give you good protection even when the hood is not up. Ideally the collar should just cover the tops of your ears. And the hood should have ample adjustment. With all the flaps closed it will only be your eyes and nose that exposed.

First there is the Atlantic range which features the high collar and adjustments mentioned above. Being a three layer breathable fabric it is exceptionally durable and will withstand being worn for long periods.

If you are looking for the ultimate protection and can afford to spend a little more then I would go for the Ocean Racer Suit. This product is described in the next section on Ocean Racing on Page 45

Page 7 & 8 Gill catalogue 2003
Offshore/ Ocean Waterproofs



1 High collar gives protection above the ears

2 Chin flap is fleece lined for comfort and will completely cover the mouth and nose

3 Two simple auto-lock toggles make adjusting the hood fit of the hood easy

Ocean Racing

When I use the term 'Ocean Racing', I am referring to those of you who race over a long period of time using your gear day in and day out. Weight will be critical, as will freedom of movement. It is not only that the garments must be as light as possible whilst still being tough enough for the job, but you may only be allowed a limited number of products. Conrad Humphreys allowed his crew on LG Flatron, winner of the BT Global Challenge, 8kg for clothing and personal effects. All this had to fit in a small holdall. Not much for a trip around the world!

Protection against the elements needs to be at a maximum, as does durability and breathability. One day you could be in the Southern Ocean in near freezing conditions and a few weeks later in the tropical heat of the equatorial regions. We understand this is as tough as it can get and the gear needs to be the very best.

Type of boats

You could be racing in anything from a 21ft Mini Transat boat to an Open 60 or larger. The one thing that they all have in common is they are wet, very wet, and they will be driven hard whichever direction the race takes you.

Duration

Ocean-going races usually last a minimum of one week or could, as in the case of the BT Global Challenge or the Volvo Ocean Race, take the best part of a year. You need to be fully prepared before you set off. You won't be allowed to take much so it needs to be the right gear.

Ocean Racing

Base Layer

Base layer is essential for this type of sailing, you are away from normal washing facilities, and you are wearing clothing for long periods and want to keep as dry next to the skin as possible. As covered in the Offshore cruising section base layer is 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. Cotton is an absolute 'no-no'. It will soak up moisture and sweat and stay damp for the duration of the trip.

The options are a crew or zip neck top and leggings.
Page 22 Gill catalogue 2003 Gill Base layer

Mid Layer

For your mid layer you are looking for extra warmth in a garment that can also give you flexibility. Most skippers put a limit on the gear you can take with you so a garment needs to do as many jobs as possible. The Crosswind shelled fleece jacket and salopette does exactly that. It is warm, windproof and water-resistant and in some conditions can be worn on its own. If weight, space and budget permits I would also go for the Toasty top for additional flexibility. It is a heavy base layer or a light mid layer whichever way you look at it.

23 Gill catalogue 2003
Mid Layer, Toasty micro fleece

Waterproof layer

When you are surfing down 40ft waves at 25 knots in the Southern Ocean the performance of the waterproof layer is crucial and, just like the boats themselves that have got lighter and faster, so has the waterproof clothing improved.

In the past Ocean Gear used to be about bells and whistles and heavy-duty fabrics. The more gizmos the garment had the more you felt you could justify the price. Having worked very closely with John Kostecki and the crew of illbruck for over three years, we learned a completely new way of thinking.



The water resistant zip does away with the need for bulky Velcro flaps that adds to weight and reduces breathability.

Ocean Racing



1 The jacket features reflective prisms on arms, shoulders and hood

2 A Kevlar® trim round the cuff avoids wear

3 A soft P.U inner cuff ensures a good seal

4 Kevlar® material on the back of the jacket gives extra protection on this vulnerable area.



1 The hood design is ground breaking, it features a water resistant zip to keep the hood stowed, and this reduces bulk and weight. The hood begins at the line of the zip instead of at the neck seam again reducing unnecessary fabric

They were interested in a garment that weighed as little as possible and breathed as much as possible. Crew speed and performance was crucial.

With the new Ocean range we use a three layer breathable fabric; because it was three layer we could do away with the need for a lining. We then set about reducing weight. All unnecessary flaps and pockets were removed and lighter fabrics were used where there wouldn't be wear. Likewise, heavier fabrics were applied where there would be more wear, such as the seat and knees. For example, we were able to remove the pocket flaps for example by introducing a new water resistant zip, It was every bit as watertight as a series of Velcro flaps and not only was it lighter but, by reducing the overlays would improve breathability. We also found a way to make the hood come out of the top of the collar rather than at the neck seam. This again reduces fabric usage and at the same time makes the hood fit better.

In many cases it was only a bit of fabric here and there but it all adds up and the garment at the end of the day weighs approximately 25% less using an equivalent fabric. Also the breathability of the garment, as opposed to the breathability of the fabric, has improved. All the essential features such as a collar that covers the ears, a hood that gives you all-round vision and an internal dry pocket are there. Arms and legs are articulated to avoid unnecessary strain. The three year development programme and a 39,000 mile race test bed has, I believe, produced the best and most complete waterproof jacket and trousers on the market. It is certainly the best product Gill has produced in its 25-year history. Because it is light and comfortable you would not be out of place wearing it in any form of keelboat sailing. This was certainly not the case with earlier Ocean products.

Page 7 Gill catalogue 2003 Offshore Waterproofs

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

Ocean Racing



Pro-Choice

Conrad Humphreys
Skipper of LG Flatron
(Winner of the 2000/1 BT Global Challenge)

Since leading LG Flatron to victory in the 2002/01 BT Global Challenge Race, 29 year-old Conrad Humphreys has clocked up over 12,000nm racing in two of the fastest Open 60s on the planet.

He has also launched his Vendée Globe 2004 campaign to sail solo and non-stop around the world in the 'Everest' of Ocean races. In June 2002, Conrad signed a deal with Gill to supply all his technical clothing requirements to see him through his race campaign leading up to and including the Vendée; the first real test is this November's Route du Rhum on an Open 40 'Hellomoto' during which he wore our new Ocean Racer range.

Base Layer

"Gill base layer crew neck and trousers"

Mid Layer

"Crosswind jacket and salopettes"

Waterproof Layer

"Bowman's smock for all the reasons we have already discussed, Trousers must have a pocket"

Footwear

"Gill breathable boots". –

How important is the actual weight of the gear?

"On the BT race bulk was critical as well as weight, everyone was restricted to 8kg per person."

What is your favourite bit of kit?

"Gill Bowman's Smock, we were the only team in the BTGC to kit out our entire crew in Gill Bowman's smocks. It made a difference."

Ocean Racing

Ocean Product Selector

	Base Layer	Mid layer	Waterproof	Footwear	Accessories	
Ocean						
Cruising	Crew Neck	i4 Jacket	Atlantic	A Tall Boots	Championship Glove	A
	Zip neck	i4 smock	Ocean Racer	A Boot Gaiter	Regatta Glove	A
	Leggings	i4 Salopette			Helmsman Glove	A,C
		Crosswind Jacket			3 Season Glove	A,C
		Crosswind Salopette			Hats & Socks	
					Holdalls	
Racing	Crew Neck	Crosswind Jacket	Ocean Racer	A Tall Boots	Championship Glove	A
	Zip neck	Crosswind Salopette		Boot Gaiter	Regatta Glove	A
	Leggings	Toasty Top			Helmsman Glove	A,C
		Toasty Pants			3 Season Glove	A,C
					Hats & Socks	A
					Holdalls	

A denotes all seasons

W denotes warm conditions

F denotes Female specific sizes available

J denotes Junior sizes available

For further information on your Offshore Product selection
 contact the Gill What to Wear hot line on 44 (0) 1159 460844
 Or e-mail Nick Gill directly on nickgill@gilluk.com
 Or visit www.gillmarine.com/

Ocean Racing



As we go to print news has just come in that Conrad Humphries has been dismasted in Hellomoto, whilst competing in the route du Rhum race. He was battling through a storm in the bay of Biscay that decimated much of the fleet and was the nineteenth yacht to have to pull out due to storm damage.

Whilst he limped back to Brest under jury rig he still found time to e-mail back the following report.

In the midst of this major failure during the Route du Rhum, one thing has really kept my spirits high and that is the quality of your new Ocean range.

The fact that I have not taken either my boots or my foulie trousers off since the start is testament to how comfortable they are and how light and easy they feel to work in. During the first few days of this race, the fabric has been subjected to just about every test including getting covered in diesel and hydraulic oil. You should be proud of such a great product and chuffed to know that by striving out to make these leaps in clothing design, your efforts have been a total success."

Conrad