

# CRUISING WITH A SARCH S7

*Is it possible to sail well and safely with a small cruiser and what challenges does the single handed sailor have to face?*

During a 350 miles sailing trip on the Baltic Sea in June 2022, I tried to find an exhaustive answer to these questions.

TEXT AND PHOTOS: STEPHAN WANNER. EDITED BY SARCH COMPOSITES



The Stingray sailing in the Baltic Sea



## Sailboat:

The sailboat must of course be suitable for this trip, i.e. suitable for one-handed use and at best have an offshore approval. Of course, you have to familiarize yourself thoroughly with your boat before starting your journey. I bought my S7 "Stingray" 3 years ago and have been on the upper Adriatic several times in preparation for this trip. I have done several night trips, multi-day trips with poor visibility and / or without land visibility, to be able to gradually gain appropriate experience when crossing traffic separation areas and sailing in stronger wind.

## Equipment:

As indispensable equipment for stress-free cruising sailing have proven themselves, in particular pin pilot, chartplotter with current nautical chart, equipped AIS with marine radio, secure power supply (photovoltaic + fuel cell) especially for trips at night and a safety belt as protection against unintentional overboarding.

A correspondingly complete equipment of the small cruiser for "normal" day trips is logically a basic requirement, which will not be discussed here.

## Knowledge:

Necessary "skills" are basically extensive knowledge of meteorology with correspondingly good weather assessment, safe navigation day and night, routine handling of maritime charts and maritime radio, disciplined compliance with safety on board and forward-thinking ship management adapted to conditions such as wind and wave. For this purpose, a mental preparation is also advisable, because it is not self-evident to deal with the special burden to solve all occurring problems yourself and without help on the boat alone and on the high seas.

## ABOUT THE AUTHOR OF THIS ARTICLE

*Stephan Wanner became the owner of the Stingray in 2019. And from the first moment he contacted us, we knew that he was going to make the most of all the qualities of the Sarch S7. Wanner, when he is not flying with his helicopter, his usual job, travels with his boat in tow to discover dream destinations. Neither the distance nor the km by road are an inconvenience for him, nor for his Sarch S7, the most traveled of our boats. He has sailed the entire Baltic Sea, visited Venice and recently completed the Cecina-Capraia-Corcega-Elba-Cecina route. Together Stephan and the Sarch S7 have created a wonderful team that makes us enjoy their trips. And we are looking forward to sharing with you their future journeys.*



The Sarch S7 a easy trailerable boat

My journey began in the small motorboat harbour in Anklam.

After rigging and slipping, I was ready to start punctually at 12:30 p.m., when the bascule bridge of the railway line that leads over the Peene river opened, so that I could now start the ride on the river,

After about 5 miles of motor ride, the Peene flows into the "Kleine Oderhaff" near Karnin and there I set at 10 knots tail wind, main sail and Code Zero. With 6 knots speed on the

eastern course I made a good route. At sunset I reached the access to the "Kaiserfahrt", which leads to Swinoujście and finally in the open Baltic Sea.

Protected in the lee side behind the east pier, I anchored and lay down in the bunk after dinner until 02:00 a.m.. At full moon and calm wind I drove under engine into the Kaiserfahrt and followed it to Swinoujście. It was surprising that in the middle of the night there was also good ferry- shipping traffic in the port.



The views from the Sarch during his passage through the Kaiserfahrt



At 04:00 a.m. I reached the open Baltic Sea, set mainsail and focksail and sailed with half wind a north course towards Bornholm.

The sea was calm and with 2 Bft wind the ground speed fluctuated by a good 4 knots. The upcoming day at sea greeted me with an impressive sunrise.

The shipping traffic was now clearly little and since I did not cross a busy shipping line on this course, the sea and the wind were friendly. I could have had breakfast in peace and quiet and leave the steering to the pin pilot.

The wind increased slightly and I calculated my arrival at the southeastern tip of Bornholm around sunset.

Without any need of sailing maneuvers, this sunny day at sea passed. Only from time to time smaller settings to the trim were

necessary.

The pin pilot steered reliably and so I reached my destination, the sandy beach of Dueodde with a little delay shortly before dark.

At a depth of 3m, the anchor fell on sandy ground through crystal clear water.

In the morning, after a quiet night at anchor, I wanted to explore the beach.

Since the water temperature was a bit fresh at 13 degrees, I picked up the keel of the S7 and brought the sailboat towards land and in shallow water. So I could wade comfortably towards the sandy beach.

I spent the morning with a long walk on the beach and a picnic in the dunes.



The Sarch S7 lifting keel allow access to a very shallow waters

At noon the journey continued around the southeast tip of Bornholm to the port city of Nexö, only about 10 miles away.

In the extensive harbor area I looked for a suitable pier, which was not difficult, because the harbor was surprisingly empty. A Danish ice cream in the ice cream parlour near the harbour was a "must have", but unfortunately the food truck had already closed at 14:00 p.m., so I had to eat in my own galley,

After my meal I filled up the petrol canister in the petrol station that could be reached on foot. Next I bunkered drinking water and around 17:00 p.m. I left the rather tranquil harbour of Nexö.

With a decreasing tailwind it was very tedious to sail around the northeast tip of Bornholm. After I set off on a new course towards Sweden, there was finally zero wind. With engine power and 4 knots marching I continued to follow my next destination Sweden.

The calm wind lasted only half an hour, then slowly, really fine half wind came up and in calm seas the ship glided as if on rails into the beginning sunset.

Cruising the traffic separation area at night was relatively easy thanks to the scaffolded AIS and clear visibility conditions with a full moon, but required permanent presence on deck, because the large container and ferry ships were lined up like a string of pearls and the best "slip-through" could be found on both the South-North and North-South Passage.

After being cleared of the traffic separation area, there was suddenly "peace on the horizon" and so I was able to go below deck for 15 up to 20 minutes to get the necessary sleep.

Sunrise at sea without land view is always a particularly fascinating event that you will most likely never get enough of. Unfortunately, after about an hour after sunrise, there was again very less wind, but that was quite convenient for a breakfast at sea.

For my next beach walk, now in Sweden, I planned to visit a sandy beach south of Skillingen. At 06:00 a.m. wind came up again with 10 knots and the sailing could be continued.

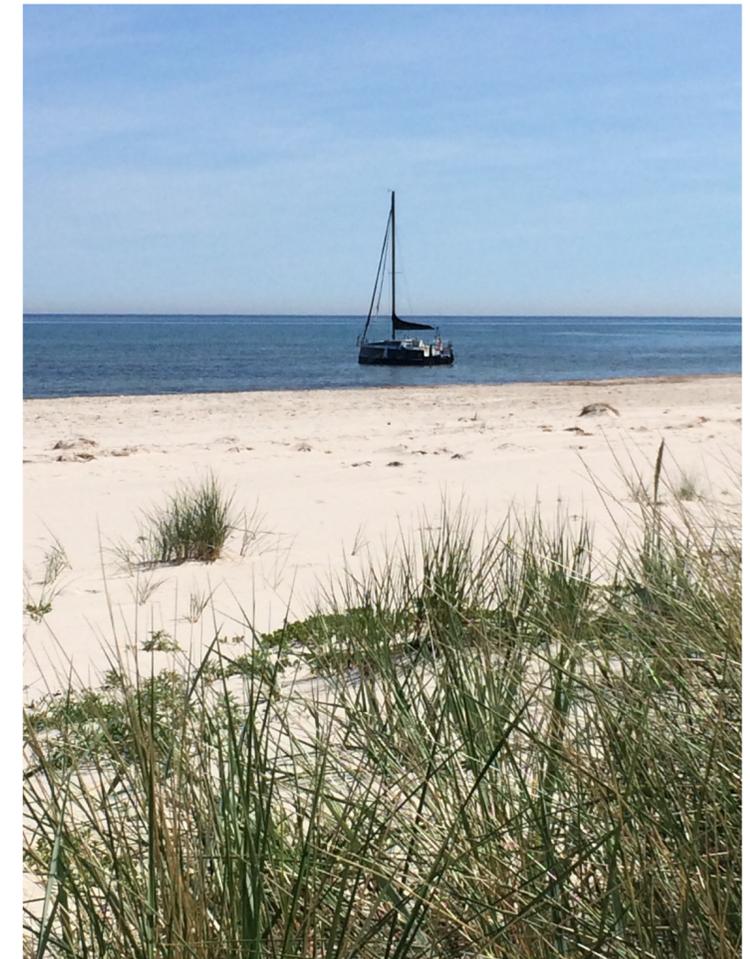
### Sweden on the horizon

The coast of Sweden came close and along the coast from the south several sailing ships approached me. At first I was surprised and already thought of a regatta, but it was Pentecost Sunday and all those who called a sailboat their own just wanted to sail in the good weather...

At noon I reached my planned destination, set the anchor again at 60cm water depth and fixed the Stingray additional with a second-anker on the beach.

Again I explored the coast extensively and spent a lot of time finding interesting shells and looking for amber. Back on board it was time to provide good food.

The weather forecast, obtained in the meantime, promised a good wind and weather window for crossing to Hiddensee at the coming night. I decided to use this opportunity for a quick returning trip to Germany.



The coast of Sweden, next stop in the journey

After the galley was tidy, I lay down in the bunk for 4 hours, because another night trip was now imminent.

Well rested and fit for the night, I lifted the anchor around 19:00 p.m. and set course in a south southwest direction to Hiddensee. On tailwind initially with main sail and code zero at 5-6 knots speed, the wind increased significantly after sunset to 15 to 20 knots and came now from the east. So I decided with view of a relaxed night to haul in the code zero, set the fock and tie the 2nd reef in the main sail. The wave height also increased later insignificantly, initially at 30-40cm, up to nearly about 1m.

Thanks to the increasing wind, the average speed above ground was still well above 5 to 6 knots even after the sail change and reef.

A remarkable sunset in the sky accompanied into the night.



Sunset aboard

On this route, the shipping line Ystad-Swinoujście crossed; around midnight there was a lot of ferry traffic, so that a lot of attention was required for the ship's management.

Around 02:00 a.m. the clouds increased earlier than predicted, the wind was continually increasing and sometimes reached up to 25 knots in gusts. Now I was very happy about the integrated 2nd reef and from time to time I turned off the pin pilot, who was working hard against the waves and steer.

### A challenging return trip to Germany

The lighthouse Cap Arkona was the first to be seen, a short time later I noticed the lighthouse Dornbusch at Hiddensee in the upcoming dawn.

The clouds thickened more and more and at 06:00 a.m. rain

comes down; my rainproof clothing and rubber boots replaced a speayhood.

In the early morning I passed the northern tip of Hiddensee, the rain stopped and the sun came through the clouds. Then it was time to look for an anchorage. The sandy west coast of Hiddensee offered itself as a quiet anchorage.

Two hours later I had found my anchorage in 3m water depth in the southern area of the island.

After this fast and, at the end, wet crossing I needed time to relax and rest.

Therefore, the plan was to spend the night here in front of Hiddensee and for the next days actually only "pleasure sailing and light cruising" was planned.

So for the next overnight stay after the "recovery day" it was

implemented to set the anchorage at Barhöft just 5 miles away.

After a quiet night on the Reede Barhöft, sailing in the fairway to Stralsund was now announced.

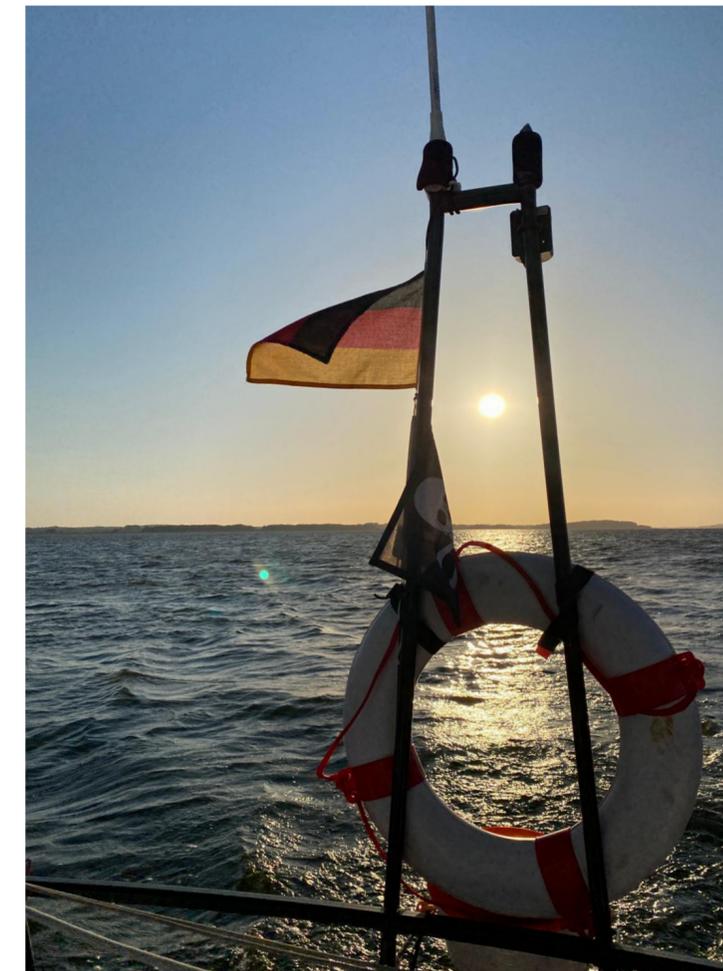
It turned out to be good that I already had previous knowledge in fairway sailing, because it's not so easy as it looks. You always have to stay exactly on course in order not to run aground.

Wind, current and drift must be calculated precisely and the position must be always checked by bearing the fairway tons forwards and afterwards. If necessary, the course must be corrected immediately.

In the early afternoon I reached the city harbor of Stralsund in best weather.

For the next day, a port day with a city tour, food shopping, drinking water bunkering, a visit to the Ozeaneum (museum with the theme Baltic Sea/ North Sea) and a meal in a restaurant firmly was planned.

After Stralsund, my journey brought me to Wyck near Greifswald, where I visited the old, very pretty bascule bridge and the monastery ruins of Eldena, a popular motive of the painter Casper David Friedrich



Then the journey continued eastwards. From Peenemünde I was following the Peenestrom fairway to the idyllic harbour of Rankwitz Kafen on Usedom. There it was possible to dock in the front row just in time for the sunset photo shoot.

An impressive and instructive one-handed sailing trip over 350 miles on the Baltic Sea was now successfully completed and I was happy about the experiences of the past 10 days.

Now it was only half a day back to the starting point of the journey at Anklam. I passed the open railway bridge again just in time at 12:30 p.m. and docked in the well-known motorboat port of Anklam.