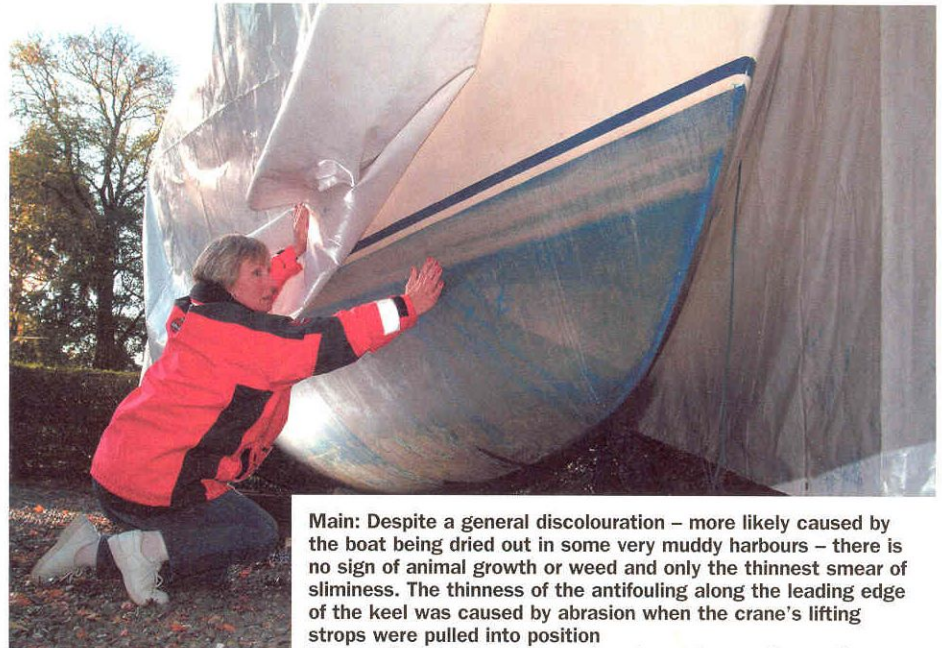




The rigidity of these cases can be a drawback for some applications, such as mobile phone or hand-held GPS, which tend to rattle around inside and must be removed from their protection to be used, but for safe stowage and transport the case proved to be almost indestructible. The 1040 is the perfect size for my passport and wallet. These can then be kept on board without worrying about damp or bilge water, or just tied into my panic bag. The narrower 1030 micro case just accommodates my emergency hand-held GPS.  
**David Rainsbury**  
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**Sailing Today Verdict**

These cases are really tough. They are quite expensive, but, with high-value equipment to protect, they could be prices worth paying



**Main:** Despite a general discolouration – more likely caused by the boat being dried out in some very muddy harbours – there is no sign of animal growth or weed and only the thinnest smear of sliminess. The thinness of the antifouling along the leading edge of the keel was caused by abrasion when the crane's lifting strops were pulled into position  
**Below left/right:** Apart from minor barnacle growth near the rudder stock, the rudder area was pretty clean



**FLAG CRUISER ANTIFOULING £39.95 per 2.5lt**  
 Rating ★★★★★

When the Flag Cruiser Antifouling was applied to *Moonshadow* at the beginning of the 2003 season, I wrote that I was impressed by its covering qualities and the ease with which it went on with a small paint roller.

Since then, *Moonshadow* has covered almost 2,000 miles in waters from the West Coast of Scotland to Southern Ireland and Wales. She has been dried out in numerous muddy harbours and stood for weeks in others. She's been beached on sandy strands, done a lot of motor-sailing and seen her fair share of nasty seas. So did the Flag Cruiser Antifouling do a good job?

Well, yes, it did. At the end of the season there was absolutely no sign of weed growth and only a very slight veil of slime that was so thin it could easily be put down to staining or discolouration from dirty mud. There was the start of barnacle growth beneath and around the bottom of the rudder, but it's only fair to say that this area takes a great deal of abrasion when the boat takes the ground in thick mud and would need a 'hard' rather than this 'eroding' type of antifouling to cope.

I cleaned along the waterline a couple of times during the season to remove green slime from the antifouling and brown stains from the gel coat, but this is normal with all antifouling.

It is important to stress that this has not been a scientific test under controlled lab conditions, but a practical trial on a working boat. It is possible that the lack of weed growth might be attributed to the fact that the boat has been on the move a great deal and has sailed several different cruising grounds where

conditions for growth may differ widely. I can only say that on my boat, with my style of cruising over a six month season, the product seems to have worked very well.

I found this Flag Cruiser self-polishing, eroding antifouling to be perhaps a little more prone to wear than some others. Certainly where the strops encompassed the hull when the boat was lifted out, there is now a distinct lack of coating. I feel certain that the slight barnacle growth

around the bottom of the rudder is a direct result of the boat's regular grounding and settling into mud. This has, quite naturally, worn away the coating.  
**Philip Dunn**  
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**Sailing Today Verdict**

I would use this again. The price is sensible and the product worthwhile

