



PERFECT SOLUTION: Essex correspondent Colin Jarman puts the HonWave dinghy through its paces and finds it as fun as it is practical

More than just hot air...

AA Boat Doctor **Garth Cooper** was faced with either repairing his 10-year-old flubber or buying a new one. Now he's the proud owner of Honda's very latest model.

My cheap and cheerful 2.6 metre rubber dinghy was in need of some form of proofing as, after 10 years use, it would only stay fully pumped up for three or days. We had fitted new valves and had submersed it in a tank of water but could find no discernable leaks, so we came to the conclusion the material was becoming porous.

It owed me nothing having cost just £250 to buy, but was it worth sending it away to be treated and how long would the treatment last?

Also could I really put all my trust and that of young grandchildren in it?

It didn't take much persuasion to replace it with a new one, but this time something of better quality, and after a trawl through the gear test reports, adverts and chatting to mates I set myself a budget of £500.

I wanted a two-to-three-man boat, easily rowed, that could be powered by my Honda 2hp four-stroke, would be light enough to lift aboard and small enough to stow on the liferaft supports on my coachroof.

I looked at everything from the cheap and cheerful at £200 up to the positively exotic at

well over £1,000.

In the end I chose a 2.4m Honwave T24 tender at a dealer price of £580 (list price £700) from Seamark Nunn of Trimley near Felixstowe. It fitted the size profile, and is made of double-layer PVC, which is claimed to last longer and be less prone to damage when folding and stowing than the Hypolon of my previous boat. It also has a blow-up floor and keel.

It comes with pump (two-stage job too), solid GRP seat, pair of decent aluminium oars, a repair kit and pressure gauge, and a smart fold-over cover.

