

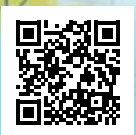
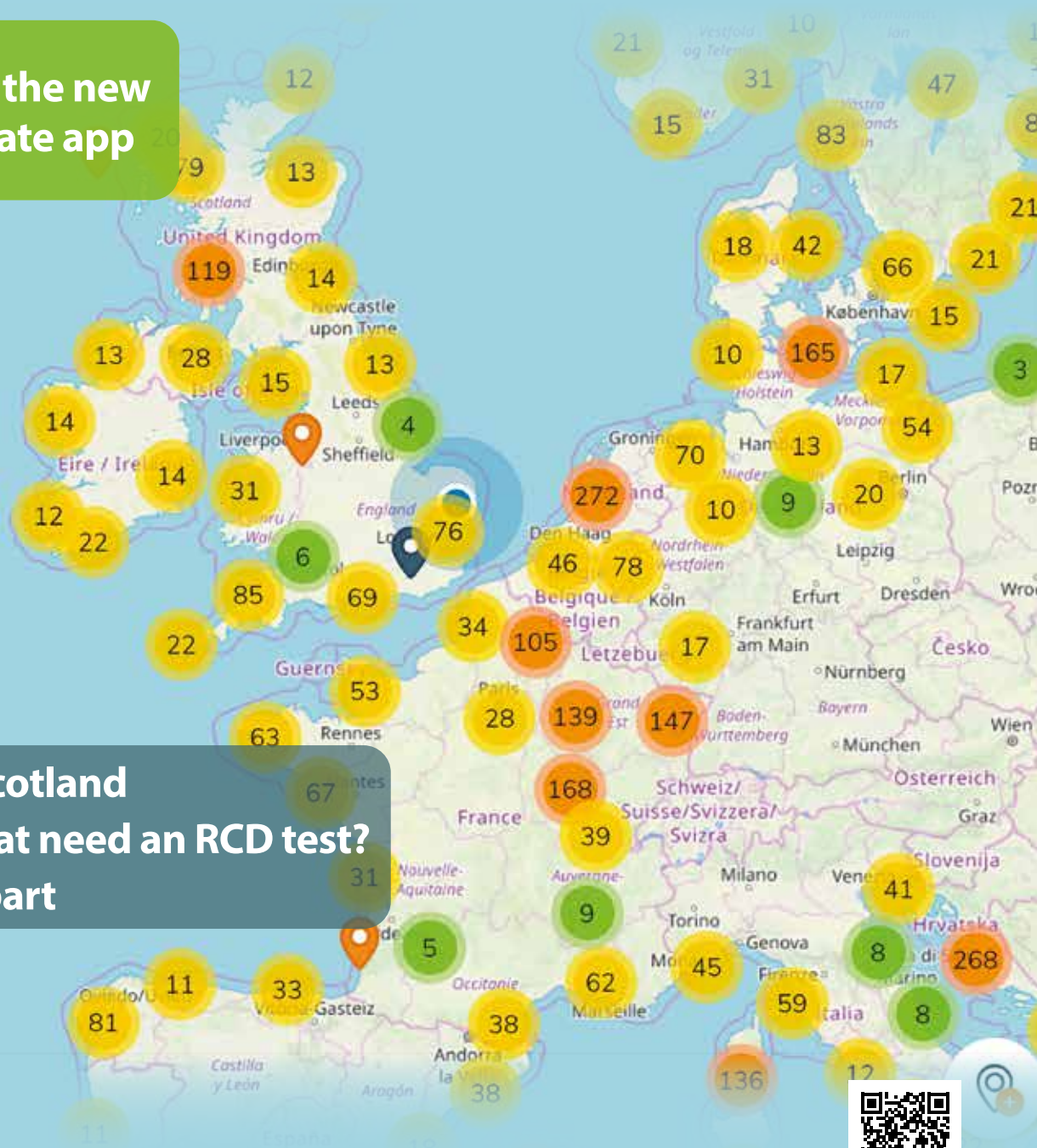


Cruising

www.theca.org.uk

Welcome to the new
Captain's Mate app

Islands of Scotland
Will your boat need an RCD test?
Visiting Hobart



A new landscape

In his first message as the CA's President, **Derek Lumb** looks at how the departure of the UK from the EU, plus Covid, has added up to a different set of priorities from those of his predecessors



I started writing this report at the end of September on my boat in Woodbridge Tidemill Yacht Harbour, following an email from Julian Dussek, my predecessor, warning me of the start of my upcoming responsibilities as the next CA President.

Like, I suspect, many Presidents before me I started by looking back at the first report of the last couple of holders of the office. Some issues are clearly new. In Judith Grimwade's first report in 2015, Brexit, of course, was not on the cards, but it majored in Julian's first report in December 2018. And, just as no one expects the Spanish Inquisition, no one expected a worldwide pandemic. Given the situation that we found ourselves in March 2020, I will admit to have been rather pessimistic on the impact that the two combined pestilences would have on the CA. The outcome has I think, so far at least, demonstrated the strength of the CA, and that strength is its members.

Zoom meetings or face-to-face?

In March 2020 it looked as if the start of the sailing season would be delayed by a month or two, but fairly soon it became



Above, Jeremy Batch demonstrates some of the challenges of simultaneous Zoom and face-to-face lectures

clear that, for most members, a normal sailing season was not going to happen at all. It was Alison Hadley who first stepped up to the mark and very quickly organised a season of Zoom webinars which initially ran from May 5 to July 4. Attendance started at around 200 Zoom connections and for some events was over 400. I think that this represented an impressive level of support, and points the way for the CA to reach out to its members who live too far from London to attend events at CA House.

However, face-to-face events build relationships which are an important way of encouraging members to take a more active part in the life of the CA. The challenge now is how we retain the accessibility of Zoom webinars without damaging the viability of physical meetings.

Development of Captain's Mate

Julian has commented before on the enormous amount of time and effort which has gone into the development of the new CAptain's Mate by Ivan Andrews, Adrian Lester, Sam Steele and her team, and if the reaction at the Southampton Boat Show is anything to go by, then all the effort has been well worthwhile. Despite the much-reduced show this year, it was our second most successful ever from a recruitment point of view, and we welcomed 158 new members.

As this issue of *Cruising* lands on your doormat the new CAptain's Mate should be available to download, and will take over from the version we have used for a number of years. One of the aims of the new app was to make it more intuitive for users. That sounds a sensible idea, but people have very different thinking styles, and what is intuitive to one group may seem baffling to others. By getting the app out to you well before the sailing season we hope that you will try the app and get the feel of it before you want to use it in earnest. To help you get the most out of the app, the help pages have


been updated and an excellent starting point is the article in this edition of *Cruising* on page 3.

So far we have concentrated on the app, but the new CAptain's Mate will also be available to use through a browser on the website, and for the first time will look and feel like the Android or iOS app. Whichever way you want to access it, this development is one of the biggest projects to be undertaken since CA House was built and I commend it to you. Try it out now, use it next season and if you like it, tell your friends – if you don't, tell us.

RATS and the CA team

For many years RATS beavered away in the background, producing some very good, well researched articles for *Cruising* but otherwise they didn't have a particularly high profile within the CA.

That all changed on January 1, 2021 when the UK left the EU and the ramifications for cruising sailors started to become apparent. If that wasn't enough, by March, Covid-19 restrictions on travel and activities outside the home started to rapidly restrict our cruising plans and indeed made planning almost impossible. RATS stepped up to the mark and soon had comprehensive information on cruising across Europe and beyond which was updated weekly through the summer. The nightmare of VAT, Schengen travel restrictions and now the Recreational Craft Directive (see page 6) has led to a flood of questions from members, and so far this year over 250 have been answered. RATS also supported the CA stand at Southampton for the first time and were kept busy answering questions from members and non-members, boosting the CA's reputation in the process.

This brings me on to our brilliant staff. CA activities are mainly run by members, but we must not overlook the support given by Lucy and her small team. 

Making the most of the new CAptain's Mate

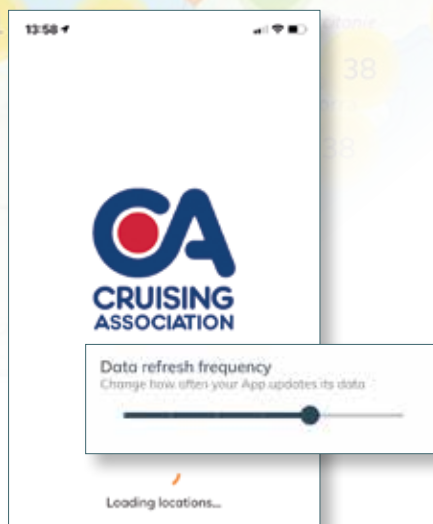
Ann Rowe explores the new features of the CAptain's Mate app, which should make it both easier to use and more informative for CA members

Our member-only app, CAptain's Mate, allows members to share information about marine locations, from their own experience of them, giving fellow members a trusted source of essential and up to date detail. It provides just some of the extensive cruising information available to CA members and is often described as one of the most valuable benefits of membership.

The popularity of the CAptain's Mate app, and the enthusiasm of members to contribute, has resulted in 19,000 reports on over 6,000 locations. That wealth of information has now been incorporated into a totally new app, making detailed information easy to find with a few simple taps.

When the app is released, if you have CAptain's Mate installed on any devices, you should find that it has updated to the new version, 4.0.0 for both iOS and Android. If your app hasn't updated automatically, try deleting the existing app and re-installing the new one from your App store.

If you've read the articles in previous issues of the magazine or newsletters and/or you saw have seen a demo of the app, you'll have a good idea of many of the fantastic new features. Here, we'll cover the "how to" for some of its functionality, but you'll also find complete help on the updated CAptain's Mate help page (www.theca.org.uk/help/captainmate).



Opening screen

When you first open the app, it may take a few minutes to load all the data and the spinner on the screen may seem to freeze, so just give it a couple of minutes. Once the data is loaded, you'll see the map, centred on your current location. Depending on where you are, you'll also see a variety of map markers, some of which will be different coloured round circles with numbers, others may be orange or dark blue map pins, but more on that later.

Settings

Tempting as it is to have a look around the new app straight away, it's worth first having a look at the **Settings** page (cog icon in the top right or Settings from the hamburger menu) and changing those, if desired, to the best options for you.



The pre-update survey showed that many members didn't realise they could control the frequency at which the app updated its data, and frequent updates caused frustration with the speed of starting the app. The new app allows you to change **data refresh frequency**. The default setting is auto but you can set this for anything up to 2 days, or manual. If set to manual, you can then update the data as and when you choose by tapping *Update your App with the latest data*, in Settings.

Find my Friend is now **Friends** and you have options here to *Share my location with friends*, *Show my own name to other members* and *Allow friends to email me*. If you do share your location, we'd recommend sharing your own name too to help members recognise you. You'll see other members only if you share your own location.

Other options in settings include how you view reports. The Sort order will default to *newest first* and in *collapsed* format, but you can set your preference in Settings to view them all *expanded* and your sort order to *oldest first*.

Map view (where have the pins gone?)

Don't panic, the map pins showing locations are still there. The success of the app means that there are so many locations that at high zoom levels, the screen can get very cluttered.

The solution is **clustered map markers** which group individual pins together at high zoom levels. Clustered map markers are coloured circles, the number in the circle being the number of pins underneath. There are three different colours of clustered markers, **green** for less than 10 locations, **yellow** for more than 10 and dark **orange** for 100 or more. Tapping on a cluster marker will automatically zoom the screen in to show those pins underneath. The clustered

icons avoid swamping the display with map pins or friends' burgees and make the map and display much faster.



Orange pin, blue pin?

Some locations, such as large harbours or anchorages for which there is more than one individual location, are now grouped into **Omnibus** locations and display as a dark blue pin on the map. The details for Omnibus locations offer a summary of the harbour or anchorage. Individual locations are displayed as orange pins.

If you view a location that's either an Omnibus, or one associated with an Omnibus, you'll see a list of the other associated locations and can easily tap to switch between them. Plymouth, for example, is an Omnibus location, with nine individual marinas or anchorages associated with it. Some locations are grouped together for ease of referencing different locations within close vicinity of one another, but might not have an Omnibus location if they don't share common features.

Tap any orange or dark blue pin to view the details for that location.

Location types

Every location is now classified into one or more different types:

- **Anchor/Buoy:** A location where you normally need a dinghy to get off the boat: anchor or mooring buoy, piles front and



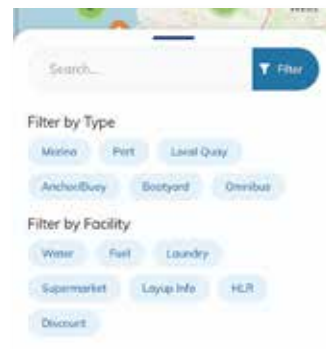
back, river pontoons. Includes anchorages where you can secure the boat to a rock.

- **Local quay:** Where you can tie up to land, e.g. halts, restaurant pontoons, village/town quay, simple pontoon/staging, bows to staging, box moorings.
- **Marina:** A full-service marina with full shore facilities.
- **Boatyard:** A location that has facilities to maintain your boat and may have lift out and storage.
- **Port:** A commercial or fishing harbour.
- **Other:** Locations that aren't harbours: bridges, locks, hazards, passage notes, fuel locations separate from the mooring location.
- **Omnibus:** A location that summarises key features about a town or river where there is more than one berthing opportunity in the app. It is shown as a dark blue pin.

This immediately gives you more information when viewing the location and allows you to easily find a particular type using the Filter.

List view and search

You can view the locations in a list by tapping the **search bar** at the bottom of the map, or by dragging that up your screen. The list is ordered to show those nearest to you at the top, but this can be changed to be by Placename or by date of most recent update. Changing this selection will "stick". Entering characters into the search bar immediately filters both the list and the map to locations including those characters. Tap a location in the list to view the details.



Filter

Need fuel at your next port of call? Laundry piling up? You're most likely looking for something close by, so first change the sort order to *nearest*, then tap on the **filter icon**, then simply tap any type of location and/or facilities you're looking for and both the list and map will now show only those of the types and/or any of the facilities you've added to your filter.

Remove the filter by simply tapping the filter icon again and your map and list of reports will include all.

Viewing a location

We've now separated the structured data and the more narrative elements of reports submitted by members so when viewing a **Location**, you'll see three tabs.

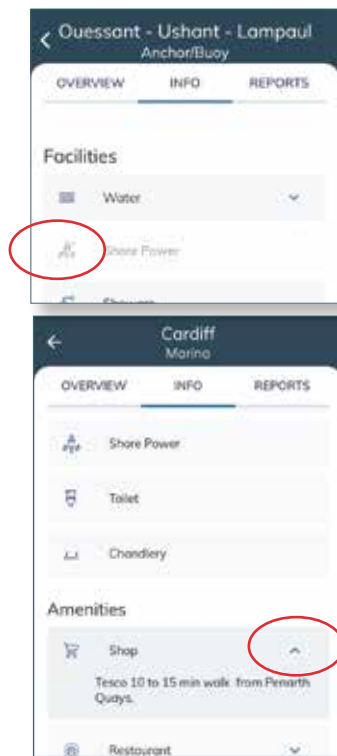
The first, **Overview**, includes an introduction and other brief details. The second tab, **Info**, displays the Facilities, Amenities, Local Interest, Contact, and Boat Services in a user-friendly format that's easy to swipe through to see what's available and what's not at that location. You can view the different details by tapping on the Overview, Info or Reports tab or simply swiping left or right.

Facilities can include all those shown on the right. Anything listed that's greyed out with a red diagonal line through it means that it's not available, anything listed means it is available, and anything missing means we don't (yet) know if it's available. If there's additional information about any listed Facility, Amenity, etc, you'll see an arrow top right of it – tap for the detail.

The Editors (all of whom are volunteers) have spent hundreds of hours adding the

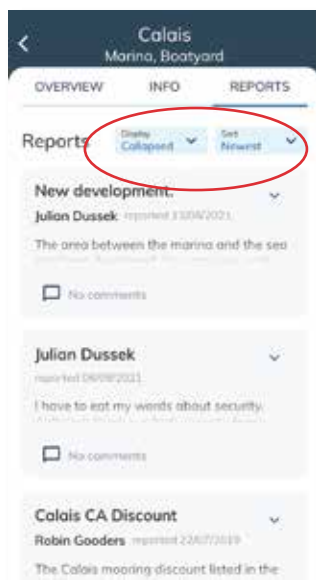
These facilities can be included...

- Water
- Shore Power
- Showers
- Fuel
- Toilet
- Gas
- Laundry
- Wifi
- Port Official
- Security
- Rubbish
- Pump Out
- Chandlery
- Supermarket
- Hospital
- Restaurant
- Contact
- VHF
- Local Info
- Transport
- Layout Info
- Storage
- Crane
- Cradle
- Repair

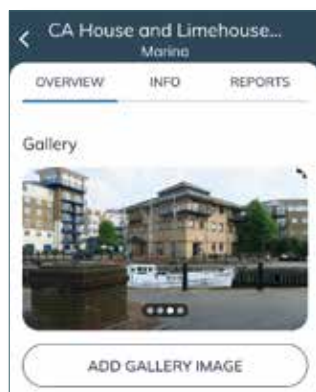


structured data from your reports so, as ever, we'll need your input to help fill the gaps. It's important to note at this point that there will be **information missing from this structured data**. There are also some locations for which the migration of data into the new format, and separating out the structured data, is not yet complete. The aim is for that process to be completed by the end of March 2022. To help fill in the gaps in the structured data, **simply add a further report to advise corrections or additions**. The Editors will "roll up" the info from your report into the appropriate place in the structured data.

The last tab, **Reports**, lists members' reports, by default sorted by *newest first* and in *collapsed* format, which allows you to see a snippet of each, then expanding any of interest with a simple tap. You can change these settings in the Display and Sort drop down boxes, and this choice will "stick".



When you create a new location, you can add all the facilities you know are there, or not, along with any helpful comments on each.

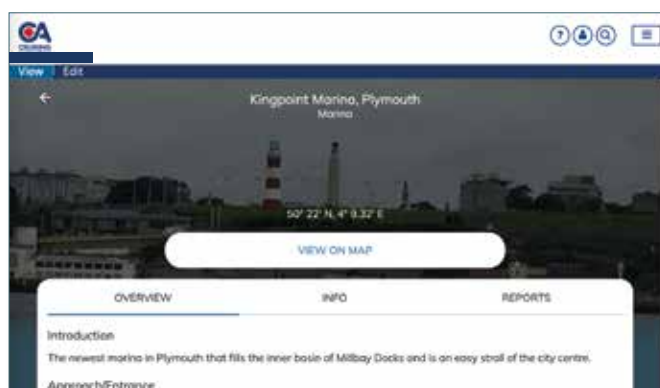


A picture paints a thousand words

Visual references can be a great help when planning to visit a location and are a key addition to the new app. We're still building the **library of photos**, so do add any you have that will be helpful to other members in the way of pilotage (anything that might help entry/mooring selection etc), reconnaissance (wide shots showing the layout), vibe (images that capture the essence or mood of the place) or guiding detail (any specific detail such as unusual arrangement for picking up buoys or where to find the entrance to the heads block). Any submitted photo *must be your own*.

Adding reports

As on the old app, you can add a further report to a location or create a new location. Just remember to **check if the location exists already** before creating a new one to save extra work for the Editors (the app will warn you if you are close to an existing location). When creating a new location, you can add as much of the structured data as you wish, as well as subjective reports. Remember, adding as much detail as possible will help other members.



Web app

The reports on the app have always been shared with those that appear on the Cruising Reports pages of the CA website but previously, the display and functionality was completely different. They now appear on the website in the same format as the app, with most of the same functionality giving a consistent experience between the website and the app. To view, go to **General Info > Cruising Reports** or www.theca.org.uk/ciapp

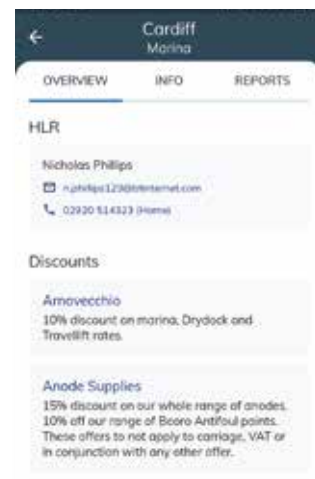
Explore, experiment, enjoy!

Most members who cruise northern climes are now either at home away from their boats or living aboard and tucked up somewhere for the winter. This is an ideal time to explore and have a good look through the app to familiarise yourself with it. The aim is for the app to be as intuitive as possible, but there is much new functionality, so do **check out the help page** for detailed "how to" instructions.

Do also **add further reports** to existing locations to help fill gaps in the structured data as well as **adding images** to the galleries or **creating new locations**, adding the structured data, your report and image(s). If there are any errors or omissions in the structured data, please add a further report with the correct information.

So, when the winter weather gets you down or the festive period films begin to bore, dive into the new app and explore, experiment and enjoy!

■ Further features are already under development and we hope to make them available before you get under way next season.



RCD: will your boat need to be tested?

Any boat imported into the EU by a private importer must be assessed for compliance with the Recreational Craft Directive before it can be 'put into service'. Now that the UK has left the EU, this applies to boats imported from Great Britain to the EU or, from the beginning of 2023, from the EU to GB – even if you are moving your own boat to a new permanent location. Vessels must meet current standards, not those from when they were built. The cost of testing and compliance could be thousands of pounds



As if VAT and visa issues are not creating enough bureaucratic complexity for cruising sailors, it is now emerging that the departure of the UK from the EU has introduced another dimension of complexity for existing boats in the form of the application of the Recreational Craft Directive. This potentially exposes boat owners to significant costs when trading or importing yachts between the UK and EU. The details are still emerging and RATS is looking into the situation in more detail but it appears that **simply bringing a yacht into the UK or the EU (importing) by its existing owners could trigger the RCD requirements** with significant cost consequences. .

Since the UK left the EU, used boats imported into the EU from the UK and from the UK into the EU may require reassessment for RCD (RCR in the UK

compliance against current standards even where a boat already has CE certification. Implementation of this requirement is delayed for UK imports until January 1, 2023 but has been required for EU imports since January 1, 2021. This exposes boat owners to both the cost of the assessment and any works required to achieve the current standard (see below).

Since 1998 all boats new to European waters (not just new boats) between 2.5m and 24m in length need to comply with the RCD to gain CE status before being put into service or sale within the EU. Boats built before 1950 do not need to comply. The UK has now introduced the UKCA to replace the CE, and the RCR to replace the RCD. At present the technical requirements of each set of regulations are essentially the same, but

it is anticipated that these may diverge over time.

Secondhand boats that are imported into the EU have to be assessed for RCD compliance before they can be "placed on the market" for commercial importers or "put into service" for private importers. This requirement should not apply to UK yachts that are cruising on "free passage" within the EU, but where a yacht is kept for an extended period in the EU there is a risk that local authorities will regard the yacht as becoming subject to local law requirements, with RCD consequences. Where required, a post-completion assessment against current standards must be carried out and any necessary modifications undertaken. UK authorities appear to be taking a similar stance with boats being imported to UK waters – but only from January 1, 2023.

This requirement was always in place for imports from outside the EU but has only applied to EU/UK trade since the UK left the EU. However, the high volume of trade in yachts and the unique nature of the UK's relationship with the EU, as compared with the limited number of yachts that are imported from the US and other locations, makes the application of the rules more difficult, with many different scenarios to consider.

Terminology

EU	UK
Conformité Européenne (European Conformity) CE	UK Conformity Assessed UKCA
Recreational Craft Directive RCD	Recreational Craft Regulations RCR
Post construction assessment PCA	Post construction assessment PCA

RATS (the Regulations and Technical Services group) represents the CA in understanding and explaining how regulatory and technical issues affect cruising sailors. We represent their interests in dealings with government departments, the navy, offshore developers, statutory authorities and the marine industry. We also produce policy papers and technical questionnaires, write articles for *Cruising* and develop material for the CA website. RATS responds in detail to members' queries where it can. To contact RATS, email rats@theca.org.uk



British Marine (BM) and its European counterparts have sought clarification from the EU Commission and the UK's Department of Business Energy and Industrial Strategy (BEIS). The table set out below (produced by BM and BEIS) sets out five scenarios that have been agreed by both the EU and UK government. This is new for all concerned and it will be some time before the application of the rules and how they will be applied can be accurately assessed.

There is a particular sting in the tail in the Regulations for cruising sailors, as the rule for "private importers" is that the requirements must be satisfied before the yacht is "put into service" following import, whereas for commercial importers the Regulations must be satisfied when the yacht is put on the market. Again, this has always been the

case for private imports from outside the EU, but now that the rule applies to imports from the EU to the UK many more owners will be affected. The BM table below refers to the sale of a yacht (as BM focuses on the interests of commercial importers) but for private imports the requirement applies when the yacht is "put into service".

What action should you take?

This will very much depend on your circumstances and as noted above the understanding of the consequences is still emerging, so it is not possible to be definitive at this point.

If your boat is CE marked or pre 1998, located in GB or the EU and will be sold in the same territory (scenarios 1 and 3), this will not affect you.

If your boat is CE marked or pre-1998, is

The RATS team

Robin Baron (chair)	Alan Kohler
Rick Ballard	Richard Ritchie
Roger Bickerstaff	Nigel Robinson
Nick Bullen	Robert Sansom
John Burbeck	Andy Thomson
James Collier	Colin Heywood
Mike Eastman	Derek Lumb
Simon Hampton-Matthews	Trevor Page
	Ian Wilson

located in GB and is to be imported to the EU, a Post Completion Assessment (PCA) and resulting works may be required.

If your boat is CE marked or pre-1998, is located in the EU and you want to return the boat to the GB then it appears that you need to bring the boat back to GB before the deadline of December 31, 2022 to avoid the need for a PCA.

What modifications may be required to meet the RCD/RCR?

The rules are very detailed and would need to be reviewed against each boat to identify any shortcomings. The assessment is against the requirements of the **RCD or RCR which is current at the time of assessment**, not those current at the time the vessel was

Notes on the scenario table

1. This table refers to Great Britain rather than the UK because the status of Northern Ireland needs clarification and may change.
2. The references to location at the end of the Transition Period (TP) may be misleading. The rules relate to import/exports between the UK and EU as from 1 January 2021.
3. The table has been produced by British Marine

Disclaimer: These articles are published by the Cruising Association for the benefit of its members. They have been prepared voluntarily by members and others and they and it have tried to ensure that the contents are accurate. However, the Cruising Association, its employees, contributors and relevant members shall not be liable for any loss, damage or inconvenience of any kind howsoever arising in connection with the use of, or the inability to use, these articles, save to the extent required by applicable law.

Scenario	Situation from January 1, 2021	Situation from January 1, 2023
Scenario 1: <ul style="list-style-type: none"> Boat in GB at end of Transition Period (TP) CE marked Sold in GB Remains in GB 	Recertification NOT required	Recertification NOT required
Scenario 2 <ul style="list-style-type: none"> Boat in GB at end of TP CE Marked Import to EU27 	Recertification REQUIRED	Recertification REQUIRED
Scenario 3 <ul style="list-style-type: none"> Boat in EU27 at end of TP CE Marked Sold in EU27 Remains in EU27 	Recertification NOT required	Recertification NOT required
Scenario 4 <ul style="list-style-type: none"> Boat in EU27 at end of TP CE Marked Imported to GB 	Recertification NOT required	Recertification REQUIRED
Scenario 5 <ul style="list-style-type: none"> First sale in EU27 (not GB market) CE marked EU citizen, registered and used in the EU Second sale to GB before January 2021 Subsequent sale back to EU 	Recertification NOT required (but proof required by national authorities)	Recertification NOT required (but proof required by national authorities)

RCD: will your boat need to be tested, continued

built. The following are a few simple items that will apply to many owners.

Documentation Technical and safety documentation, as would be provided with a new boat to allow its safe maintenance and operation, is required and will need to be drawn up by a capable person where this is not available.

MoB A means for deploying a boarding ladder from a person in the water is a requirement.

Holding tanks A common feature on

early holding tanks was to include a diverter valve so that the tank could be bypassed. These are no longer allowed and would need to be removed so that all waste goes to the holding tank.

Engines may have to meet emissions requirements current at the time of assessment.

What might it cost?

HPI-CE Proof Ltd, which specialises in the certification of boats and industrial equipment, advises that the cost of a

PCA ranges from about £500 for a basic boat though to £8,000 for a very complex vessel. A recent assessment of a 49ft yacht cost £3,750. The cost of changes to reach compliance is on top of these assessment costs. The company says that PCAs can be more difficult than the original certification, as there is much that cannot be seen, and a judgement must be made on the condition of the boat and how it was built, if not originally CE marked.

Our thanks to Ross Wombwell, Head of Technical Services, British Marine and Alasdair Reay, Managing Director, HPI-CE Proof Ltd for their assistance with this article.

Nick Bullen



Marine diesel in Northern Ireland

From October 1 in Northern Ireland, it has been illegal to refuel your private pleasure craft with red diesel in any tank used for engine propulsion.

RATS advises that you keep records and receipts for all red diesel purchased in the past, and use up as much red diesel in the tank as possible before refilling with white diesel. Only vessels which have separate tanks for heating and power generation, or houseboats, may now use red diesel in NI. However, white diesel will be supplied at the 60/40 rate under the Private Pleasure Craft (Northern Island) Relief scheme.

You can read detailed RATS guidance on the CA website at www.theca.org.uk/rats/red_diesel_use_in_EU.

Colin Heywood



The lightvessel outside Trinity House HQ in Harwich, April 2021.
Photo © Steve Knight

Sunk Centre lightvessel to be permanently replaced by SWM buoy

Earlier this year Trinity House asked for contributions to the consultation on the future of the Sunk Centre Lightvessel (located off Harwich as part of the Sunk Traffic Separation Scheme). In January 2021 it had been replaced by a Safe Water Mark buoy for operational reasons and Trinity House proposed to replace the lightvessel with this style of buoy permanently.

The decision has now been made that the lightvessel will be

permanently replaced. The Trinity House Examiners Committee considered marine traffic data and the comments received, which were generally not against the proposal. There was a detailed discussion about daylight visibility of the mark, before the final decision. The buoy will be subject to regular review.

The new buoy flashes Morse A with a range of 9M (plus Racon and AIS). The lightship flashed every 20 sec with a range of 16M.

CREW: "I love sailing and am looking for any opportunity to do more. However, I need an assurance that the boat and crew will be Covid safe as my partner (who doesn't sail) is vulnerable to Covid infection."

Join the Crewing Service

The CA's Crewing Service puts skippers in touch with crew and crew in touch with skippers. If you're planning for next season, why not contact potential crew members now? We are holding crewing meetings at CA House this winter on the first Thursday of each month and also via Zoom, dates to be confirmed.

There's just a taste of what's on offer in our crew and skipper listings in the quotes here. To read more, go to www.theca.org.uk/crewing/welcome – or check the Crewing Service forum.



SKIPPER: "I plan a leisurely circumnavigation of Ireland in my Starlight 35, from May to August 2022... eight two-week legs from Harwich to Cork, Dingle, Galway, Sligo, Lough Foyle, Carlingford Lough, Cork and back home. This will allow time to visit numerous places along the way."

Hebridean idyll

Chris Adams sails the Scottish islands from Ardfern, and his blog (swallow342.wordpress.com) won the Lacey Trophy. In these extracts from his 2020 posts he focuses on the stunning scenery and wildlife of the Hebrides, plus the need for a flexible plan, the ability to deal with adverse weather in remote areas, and self-sufficiency

We were all set for an early start this year – Swallow, our Hallberg-Rassy 342 was anti-fouled, cover off, sails on by early March, ready for a pre-Easter cruise. Ten days before lockdown I was heading south to London from Glasgow sharing an entire train coach with only two others and looking forward to being back in a couple of weeks. Almost five months later we made it back to Argyll – better than I'd feared at many points. After four days of boat prep we finally left Ardfern Yacht Centre on July 18, and had an excellent beat to Tobermory, then spent a night on a mooring in Kilchoan bay.

Kilchoan to Gallanach Bay, Muck.

Tuesday July 21 An overnight transformation from brisk wet NW'ly to light S'ly and almost clear skies. It won't last and the forecast is for a lot of rain and strong winds from SW to SE tonight and tomorrow morning – limiting where we head for, with both Canna and Rum not hugely comfortable in a SE'ly. We pass on Sanna and fix on Gallanach Bay on the north side of Muck – not somewhere we've been before.

Motoring at first, keeping close to the Ardnamurchan shore until we edge out of the sound and pick up a little wind. Still not much, and too deep for anything other than an extra knot of speed motor-sailing – but with no shore power in prospect until next week we need to keep the batteries topped up. Ardnamurchan light is as striking as ever and clearer than usual as we head over to Muck and take the channel between it and Eigg. One thing we've noticed is how few boats are out. A quick mental count of local charter yachts accounts for a fair part of this – the norm up here is multi-household “bloke charters” – not a good mix with social distancing.

Gallanach Bay is rather forbidding on the official charts – uniform dark blue (shallow) with vague-looking, seemingly impenetrable reefs. The reality, as evident from the Antares chart, is much more hospitable, and arriving at low water springs meant most of the reefs were uncovered. Plenty of clean sand with odd weed patches in the central part – all

clearly visible with the flat sea and sun – and good holding in 4m with another four to come.

The reefs to the NE side were covered in sun-bathing seals at low water and as the tide came in they were soon popping up all around in curious groups. Around eight followed us in as we went ashore – they probably wonder where all the boats have gone. We had a few reservations about landing, having found online that Eigg is “closed” to visitors until the end of August. But Muck and the other Small Isles are taking a more balanced approach with limited facilities and ferry seats discouraging large numbers and requests to follow all the Scottish social distancing rules. We walked across to Port Mor but didn't go right into the village – friendly waves from the odd passing car or tractor.

Having noted the absence of charter boats we came back from Port Mor to find one – an Alba Sailing yacht – anchored 100m or so further out than us. They clearly found it a little exposed there and picked up and re-anchored north of us. Very considerate of them as they were slightly blocking our views of Rum.

Gallanach Bay, Muck to Canna,

Thursday July 23 We had a vague plan of going to Rum yesterday but, warm and comfortable on board, with the cockpit tent rigged, music and books to read, it just didn't seem to make sense as torrential rain kept pouring down. The charter boat that was with us on Tuesday evening departed late morning – the downside of being on a timetable. And with a 4G connection our lazy day



Seals following Swallow into Gallanach Bay



also gave me time to really work through the PredictWind forecasts and form a tentative plan for the next few days.

Today had to be Canna – one of our favourite islands – with a forecast for a murky start but then blue skies and sunshine from noon. We kept west of Rum and for much of the time saw little of either it or Canna ahead – but plenty of wildlife as we motor-sailed in light winds. Mainly sea birds, with the day's count including guillemots (common and black), razorbills, shags, gannets, shearwaters, fulmars, terns, puffins and more together with yet more seals and a couple of porpoises. As Canna emerged from the mist the weather cleared just as promised and, making Ann's day, they have at last added pickup buoys/strops to the moorings.

Lunch and then ashore for a lovely walk around the harbour to Sanday and its wonderful wildflower machair looking over the south bay, giving great views SW and back to the harbour. Since we last visited there has been a major community project to switch most of the electricity supply to wind and solar – with six small turbines on Sanday, a decent solar array and two battery banks to smooth it all out. Talking to one of the island residents (found pruning an ancient espaliered apple tree in the walled garden to Canna House) we learned that the new system saves a fortune in diesel costs and covers most of the island's needs on all but still/dull days.

Gorgeous evening light – especially on Rum, seemingly helmeted in cloud, as we swing back and forth through the whole magnificent panorama.

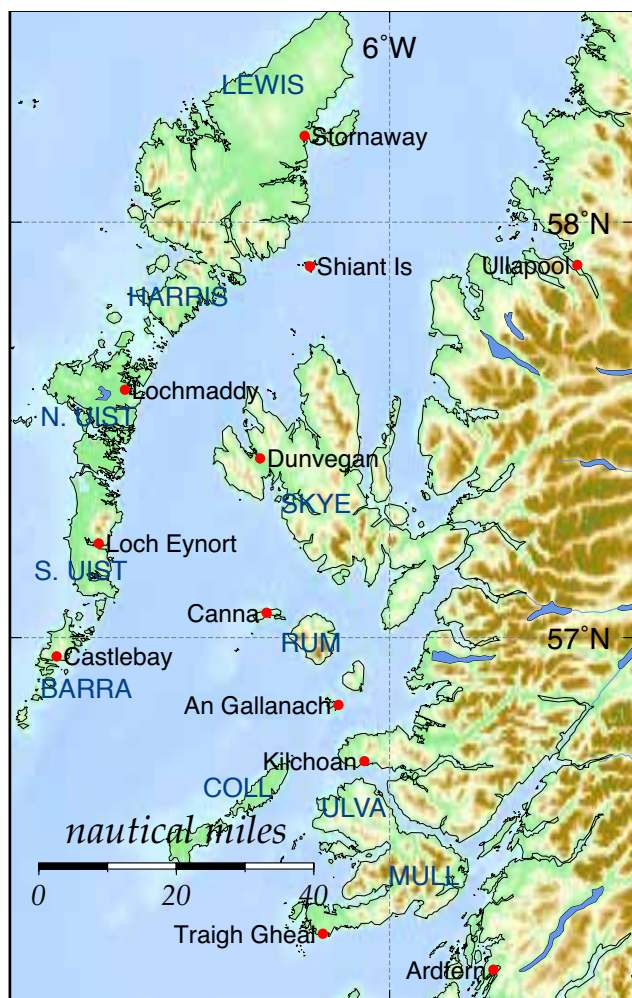
From Canna we headed west to Lochboisdale on South Uist and then to Castlebay, Barra for two nights, before returning to South Uist.

Barra to Loch Eynort, South Uist, Wednesday July 29 We were in no hurry today – the CCC sailing directions describe upper Loch Eynort as “difficult and at times dangerous to enter” with a large tidal area ebbing and flooding through two sets of narrows, and slack water is recommended. This requires a mid-late afternoon arrival – although we do have neaps in our favour. After a quick side trip to Vatersay Bay we turned north sailing slowly at first, with the NW wind deep and threatening to disappear. The forecasts differed a little in the timing of the wind switch NW to nothing to SE but I feared we'd get the “nothing” for most of our 25-mile passage to Loch Eynort, a few miles north of Loch Boisdale. But as well as the improvement from hardening up to a beam reach at the Curachan cardinal, true wind also picked up and settled into 10-12kt giving us a delightful, fast reach in slight seas, with blue skies to the north and sun in the cockpit much of the time.

North of Eriskay we were passed by a large pod of 40-50 dolphins heading south, moving purposefully, at speed, a few hundred metres away. Two peeled off to take a closer look at us but quickly rejoined the others and were soon out of sight. Other than that, and an escort out of Castlebay by the same pair of bottlenose dolphins that led us in, wildlife was mainly enthusiastically diving gannets and guillemots.

A great sail made us a little earlier than ideal to Outer Loch Eynort, so we took in a few rolls of the jib and tacked serenely up to the first narrows as the

NW'ly finally petered out. Despite the CCC warnings, armed with the Antares charts and the right timing, the entry was all very straightforward. As Bob Bradfield notes on the chart “In theory, the channels are wide and deep enough to accommodate the Loch Boisdale ferry *Lord of the Isles* at LW! So it is a question of proceeding with confidence and maintaining adequate boat speed through the water”. It is similar in some ways to Cumhann Mor at Loch Tarbert, West Jura and to me, less challenging, although that does benefit from leading marks. ➤





Once through we turned to starboard and tucked into the first bay north of Rubha nan Struthan – perfect shelter from the F6-7 SE'lies due on Thursday/Friday morning and with good holding in 3-4m CD. And stunning scenery! By now the wind had died away and we had several hours of completely still conditions – perfect for an extended row around our anchorage and then later with the outboard on an evening dinghy excursion north to the point we'd walked to last Sunday.

There is a tern colony nearby and 20 or so were chattering and fishing/diving close by. I heard then saw a pair of divers – silhouetted, so difficult to be sure of which type, but both red and black-throated are recorded as breeding in the loch – and first a single large stag and then a pair of younger bucks grazing near the loch shore towards dusk.

Largely clear skies with a half moon rising and a lovely sunset. Not a bad place to hole up while the next system passes by.

Loch Eynort to Lochmaddy, North Uist Saturday August 1

We stayed three nights on anchor in Loch Eynort – during which the SE'ly gradually built from a whisper to a full F8 gale. The culprit was a slow-moving deep depression, and while we only caught a glancing blow,



Young bucks beside Loch Eynort

it provided a good revision course in elementary meteorology. The associated warm front provided torrential rain all day Thursday followed by an entire night of F6-7 and then Friday morning 3-4 hours of F8 combined with sun and violent showers before gradually veering S then SW and subsiding. We started with 35m of chain out, increased to 50m on Thursday and then to 70m Friday morning.

Good shelter, sea never above slight and excellent holding – all combined with stunning scenery, remote location and some great wildlife sightings. The divers called each day and finally appeared this morning much closer to the boat and in bright sunshine – a beautiful pair of red-throated! And yesterday a huge white tailed eagle flew lazily and low past us and then over Rubha nan Struthan, landing briefly before heading into the outer loch. More tern diving displays and some very appealing harbour seals – juveniles by the look of them.

While the winds had eased enough to depart by late afternoon, the sea state would have been rough after almost two days of a continuous F6-8 SE'ly – and the full width of the Minch for fetch. By the following morning it was back to slight after 12 hours of SW4-5 (offshore) winds. We timed our departure to coincide with the slack period around low water – but



still 2kt of tide with us in the narrows – and combined with some violent eddies we had to maintain a decent boat speed to hold course.

Once clear of the narrows we unfurled the jib for a deep (sometimes very deep) reach all the way to Lochmaddy. The showers kept off and, with a steady SW F4-5, we made good time. We even kept the sun most of the way – although behind us looked increasing dark and menacing and Skye appeared wreathed in cloud. We'd thought of dropping into Wizard Pool to anchor for lunch, but after a good 20 minutes of anchor and chain cleaning this morning Ann was in no mood for gratuitous anchoring in yet more mud!

We'd heard that the Lochmaddy pontoons were closed for repair – although we were still thinking of landing for a while for some wifi – but actually had good 3G and sometimes 4G at the entrance to the loch. So instead we anchored in the delightful bay, Bagh Aird nam Madadh, about a mile SE of the ferry terminal. There are two visitor moorings here, but after an attempt to pick one up we concluded that the strops were far too weed-encrusted to do this cleanly or comfortably, and I had real concerns about how well they were maintained. A very attractive anchorage, open to the north and with far-reaching views from ENE to WNW but well sheltered to the S and more good holding. A ruined croft in one corner, pretty burn tumbling down through falls in the centre and access ashore via a stony beach above half tide. And another good sea eagle sighting just as we anchored.

From Lochmaddy we sailed to Loch Claidh on Lewis and to Stornaway, before returning to the mainland at Loch Dhrombaig and then via Lochinver and Ullapool to the Shiant Isles.

Sunday August 9 Our destination is the Shiant Isles – a very special place with a profusion of birds, particularly puffins and fulmars – and the subject of



Left, Ann off Lewis. Right, Isthmus joining Garbh Eilean to Eilean an Tigh in the Shiant Isles



Adam Nicholson's splendid *Sea Room*. He inherited the islands from his father and, keeping tradition, has now passed them on to his own son. They were previously owned for 11 years or so by Compton Mackenzie who restored the cottage and used it when he needed absolute solitude for writing. We've visited and anchored for lunch but never had the right conditions to stay overnight. As we approach we see small groups of puffins and then larger rafts in the central 'bay'.

Anchoring here is made very straightforward by an excellent Antares chart – showing clearly where the bottom is sand vs rocky, and while deep (13-15m at chart datum) the holding is good and the anchor comes up clean every time. We anchor first off the pebble isthmus joining Garbh Eilean to Eilean an Tigh and row ashore to visit the cottage and climb the steep but accessible hill on the west side. To the east are spectacular cliffs of columnar basalt up to 400 high. Ann calls retreat when a few bonxies (great skuas) start to take an interest in us and their passes become increasingly threatening. It's a little oppressive anchored under the high cliffs and it was clear we would lose the sun soon after 5pm – so we moved across the bay to south of the third island – Eilean Mhuire – and re-anchored next to *Annika*, an Ardfern-based Malö 43 we had met in Stornoway. This took us (very slowly) through the rafts of puffins; these seem much braver when in a large group allowing better than the usual "puffin/nuffin photo.

We now had the sun all evening until it finally set over Lewis and later were joined for a drink by the crew of *Annika*. A colony of curious and very vocal grey seals live

around the reef running south from Eilean Mhuire and another white-tailed eagle flew across – mobbed all the way by gulls – before settling on one of the cliffs.

After a night in Dunvegan on Skye, we returned to Canna, which was much busier than on our previous visit, then to Coll and Craigaig Bay, Ulva.

Craigaig Bay to Traigh Gheal, Ardlanish, Saturday August 15. A very still, slightly misty start as we motored towards the sound of Iona. Several frenzied rafts of assorted seabirds (mainly guillemots, razor bills, kittiwakes and gannets) – clearly some surface shoals of small fish and exactly where we might expect see a whale – when a minke appeared! Four, rather than the typical 3 breaths before diving – giving me time to extract camera and capture a less than pin-sharp photo. The first whale of the cruise and ample compensation for a morning of motoring. Dolphins by contrast seem especially numerous this year – sightings almost everyday. And just to prove it, a very large pod of 50-100 common dolphins passed – heard us and came speeding in with a tremendous acrobatic display, followed 30 minutes later by a small group of bottlenose dolphins, larger and more sedate. Despite more than 20 dolphin sightings in the past few weeks, nearly all of them joining us for several minutes, we still get that same rush when they suddenly turn as a group and race towards you.

With the general store in Arinagour being redeveloped we were running low of a few things and anchored for a couple of hours off Martyrs' Bay, Iona, just south of the ferry ramp, for a little shopping, a walk to the abbey and lunch. We had been

expecting to motor the rest of the day to Oronsay, but having picked up a new forecast we decided to anchor in one of the Ross of Mull bays, keeping Oronsay for Sunday. We found 7-10kt of wind and a decent angle for a leisurely sail out down the Sound and then broad reach east along the coast. Only six miles but a beautiful coast – the Iona pink granite so different from the basalt of Treshnish and most of the Mull west coast. The murk cleared, replaced with clear skies and sun, and another group of bottlenose dolphins joined us for 15 minutes.

Our first plan was to look at Bagh a'Chnoic Mhaoileanaich – but another boat motored in just before us and took the prime spot. Instead we sailed on to Traigh Gheal at Ardlanish Bay, one of the most stunning anchorages in the Hebrides, and empty. With the wind staying light and in north to east with no swell to speak of, the conditions were perfect. We went in fairly close to the beach anchoring in 1.5m in clean sand. It's a long walk in to Traigh Gheal, so the very few day visitors were all gone by 6.30pm, leaving us the entire bay and beach for a row ashore and beach walk.

From Mull, Swallow headed to Oronsay, Jura and back to Ardfern by August 19.



Chris and Ann Adams have sailed in the Hebrides for more than 30 years. Chris started his sailing blog in 2009 to share and record memories of taking delivery of *Swallow* in Ellös and the three-month cruise home and has been posting ever since. Visit the blog at swallow342.wordpress.com.



MY FAVOURITE HARBOUR

Hobart, Tasmania



In the second part of our series in which CA members write about their favourite port or harbour, **Gordon Bretag** heads around the globe to the second-deepest* natural port in the world



Among small boat sailors, Hobart is probably best known as the finish point of the gruelling Sydney-Hobart yacht race.

Cruising sailors may mistakenly put Hobart in the “too hard” basket, because of the horror stories they have read about the hazards and huge seas encountered crossing from the Australian mainland. But, for the sailor prepared to wait for a suitable weather window, it need not be arduous. In fact, if one does not mind the cold, even in the dead of winter, a few days’ good weather can often be found after a frontal passage to make it an easy enough voyage. There are safe anchorages along the way, so with suitable planning the passage need not involve too much night sailing. Depending on which point a boat leaves the mainland, in the longer days of summer the whole voyage can be done in daylight hops.

Boats from mainland Australia will generally approach Hobart by sailing

down Tasmania’s east coast, where there are enough ports of refuge to break the journey into day sails. There are two east coast routes into Hobart – either all the way down the east coast, around Tasman Island and across Storm Bay (the Sydney-Hobart yacht race route) or an interesting “short cut” through the Denison Canal. Maximum draft for the latter would be about 1.8 metres, though deeper draft boats can get through on a high spring tide. For the more adventurous, sailing via the west and south coasts culminates in an enjoyable cruise north up D’Entrecasteaux Channel, with too many potential anchorages to list here.

Whichever route one chooses, there is great satisfaction in finally making it to the ‘Iron Pot’ which marks the entrance to the Derwent and means only another 11 NM to Hobart.

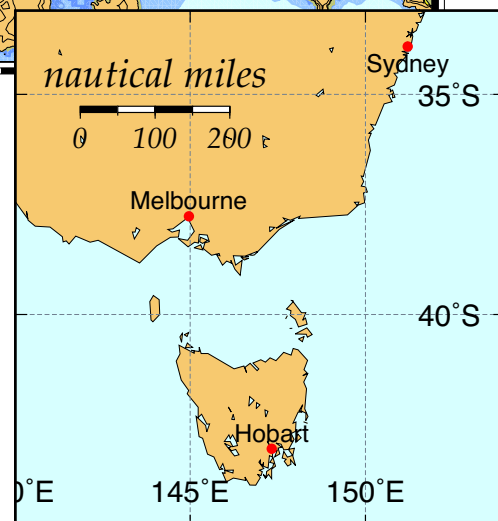
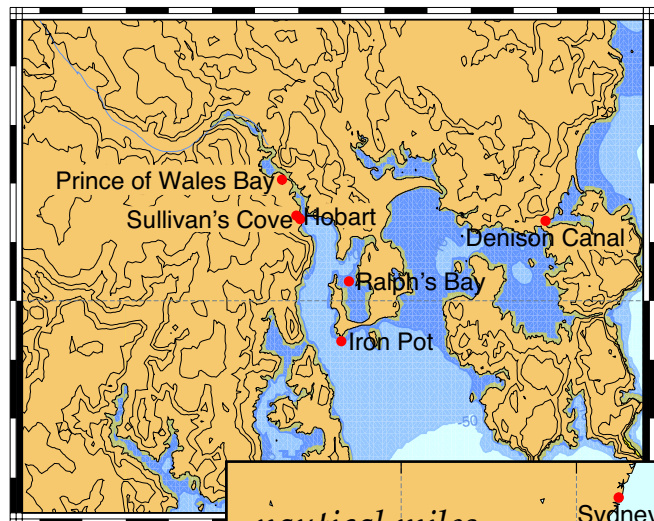
The chart shows water beyond the Iron Pot as “River Derwent”, but until one reaches Hobart it is more properly an estuary. Tidal range is not great – about a metre – and there is deep water enabling large ships to continue a few miles further upriver from Hobart. The scenery on both shores is very pleasant; there are some nice beaches and anchorages along the Derwent and in adjacent

Ralph’s Bay where secure holding and shelter can be found to suit most conditions.

Although a commercial port, Hobart is quite yacht friendly. It is free of any swell and a boat is safe here in all weather.

Sullivan’s Cove is on the edge of the city – where there is a marina and the famous Constitution Dock offering both casual and long-term mooring (though there are better options elsewhere, to follow). Also in Sullivan’s Cove are well-maintained floating pontoons with space for about 10 or so boats, where one can moor on a ‘first come first served’ basis free of charge for up to five hours. By prior arrangement with the controlling authority (Marine and Safety Tasmania – MAST) boats may also remain on these pontoons overnight, which is handy if visiting any of the many nearby establishments to have a few drinks and not wishing to put to sea under the influence! However, please do ask for permission if exceeding the five-hour limit; some have not, and risk this privilege being lost for all. ➤

***Sydney is said to be the deepest (and largest) natural harbour in the world**



Opposite, Ralph's Bay, and inset, the author's S&S30 on a free pontoon at Sullivan's Cove. Top, Hobart waterfront from the Derwent. Above, tall ships in Hobart. Photo Peter/Flickr

Within a few minutes' walking distance of Sullivan's Cove will be found a good chandlery, a map shop which stocks marine charts, and any number of pubs, cafes, and restaurants. There are weekend markets and a convenient large supermarket, plus the usual big-city retail stores just a few blocks from the waterfront. There are also a couple of interesting small museums near the waterfront.

When one tires of city action, within less than an hour's sail can be found several yacht clubs and a couple of marinas on both shores of the Derwent. My personal favourite marina is at Prince of Wales Bay, another five miles upriver from the Port of Hobart, as it offers very reasonable rates and first-class facilities. It is located within rather an unattractive industrial area, but the marina itself is clean and well maintained and has good views inland. From there it is a 15-minute walk to regular bus services, or the marina offers a courtesy car. The deepwater passage from Hobart to Prince of Wales Bay is well marked and there is sufficient clearance under the Tasman Bridge for

all but the mightiest maxi yachts. But please do read the Port Pilot Instructions regarding where to pass under the bridge. Depending on wind and tide, the current generally sets south along this section of river, but I have never experienced it exceeding three knots. In calm or southerly conditions. Towards the end of a flood tide the current sets north, but in my experience only at about one knot, and only briefly.

For boats with an air draft less than 16.5 metres it is possible to continue under the Bowen Bridge and a little further upriver. Unfortunately, current access to the most attractive upper reaches of the Derwent is blocked by an unreliable vertical lift bridge. There are plans to commence construction of a new bridge with the same clearance as the Bowen Bridge sometime in 2022.

If one does not wish to go into a marina, all weather free anchorage is available at Cornelian Bay, just beyond the Tasman Bridge, where the surroundings are most attractive, despite being near an industrial area and oil tanker berth. Holding here is good in about 4 metres

with plenty of room to swing. Remain outside the numerous moorings to avoid tangling with old chains etc, tucking in close to the cliffs on the northern shore. From either Cornelian Bay or Prince of Wales Bay it is an easy bike ride back into Hobart City, or in the other direction to find chandlers, hardware stores, engineering works, and haul out facilities. There is a dedicated walking/bike path running from Glenorchy (a major shopping precinct north of Hobart) through the Hobart waterfront area to a point near two yacht clubs in Sandy Bay, about a mile south of the city. Both yacht clubs also have haul-out facilities, and other light engineering and yacht services are available in the same area.

Hobart is the harbour that has it all!





CA London lectures Spring 2022

This season's talk topics range from Rob Humphreys on yacht design to protection of the environment, and from the Scottish islands to the Vendée Globe with Pip Hare

We plan to run this year's spring lectures at CA House and they will also be broadcast as webinars.

All events are open to any member, subject only to restrictions on numbers. Members of CA London section will receive weekly reminders as usual with the booking links for CA House and online. If you are not on the section mailing list, please check the events listings on the CA website.

Wednesday February 2

Getting it right: Making accuracy affordable, Jeremy Batch

In 1772, on the second of his three voyages to the South Seas, James Cook was delighted to fix the position of the *Resolution* to within 30 miles, thanks to Larcum Kendall's (more expensive) copy of John Harrison's watch and a sextant he could barely lift.

Two centuries later, on the first of his two trips to the Moon, navigator James Lovell was equally pleased to know the position of his vessel to within 30 feet most of the time (he briefly put himself back in Florida) but CA members would wait another decade or two to enjoy, or afford, that level of confidence.

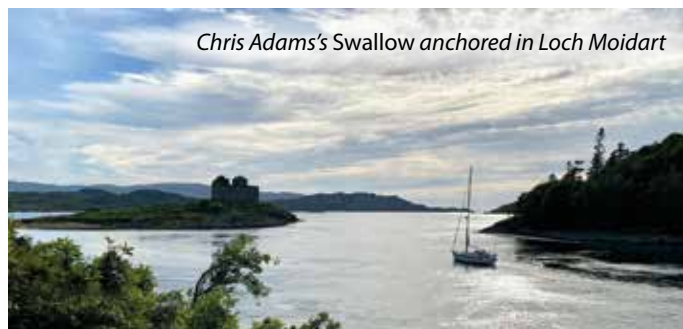
John Napier's log tables arrived just too late to save Johannes Kepler years of work (he was sick as a parrot) but William Oughtred's pocket calculators then slid and ruled for 350 years on land, sea and in the air (and in space) until Clive Sinclair and others made them museum-pieces.

Jesse Ramsden's Dividing Engine made sextants smaller and cheaper; Charles Babbage's Difference Engine was just a little too far ahead of its time, but a slightly later machine produced the tide tables for the Normandy landings.

Wednesday February 9

Still mad about the Isles, Chris Adams

After more than 30 years sailing the Scottish islands Chris is as entranced by them as ever. Camera always at the ready, his blog – which won the 2020 Lacey Trophy and is featured on page 48 of this issue of *Cruising* – celebrates this combination of sometimes challenging sailing, remoteness, stunning



Chris Adams's Swallow anchored in Loch Moidart

scenery and wildlife. His talk will cover two extended cruises from an excellent 2021 season and also share some guiding principles that have helped him and Ann get the most from this remarkable cruising area.

Wednesday February 16

Tides: What the Cruising Sailor Needs to Know Part 2,

Penny Haire. Our speaker is in Hobart, but this webinar will be hosted from CA House.

Wednesday February 23

The Vendée Globe Journey, by Pip Hare

Having sailed round the world, non-stop, alone, as part of the 2020-21 Vendée Globe race, Pip Hare took her place in history as only the 8th woman ever to finish the race. She started as the underdog, battling for her place in a fleet of the world's best offshore solo sailors. By the time she finished three months later, she'd won the admiration of her peers and the hearts of her growing number of followers. Pip pushed her old boat to a performance few thought possible. With one Vendée Globe complete, Pip is now well on her way to the next solo circumnavigation in 2024 – fitter, faster and more determined than ever. This talk will be by Zoom because of Pip's commitments; you can attend for free at CA House if you wish.

Wednesday 2 March

Harbour Master Sailing Challenge, Mark Ashley Miller

Starting out from Dartmouth in March 2019 in his 34ft boat *Good Dog*, Mark is attempting to visit every harbourmaster in the UK. So far, he has sailed 5,300 nautical miles, visited 215 harbours and interviewed 175 harbourmasters in places





Left, Mark Ashley Miller with harbourmaster Mike Dunn in Harwich.
Above, the Hartshorn's Contest 44 Nimue in Isla Jacaron, Panama

ranging from Cornish fishing villages to urban container ports and everything between, all in support of The Seafarers' Charity. In this talk, he describes some of his favourite stops and highlights some of the places you might not have thought of visiting.

Wednesday March 9 Boat electrics, Rupert Holmes

Our boats are increasingly complicated, so reliable electrical systems are more critical than ever before. Yet reliability is a perpetual issue, especially for those who spend extended periods on board. Yachting journalist Rupert Holmes looks at the electrics you really need: how to anticipate problems in advance; diagnosing faults; and how to create a boat that's resilient to as many problems as possible.



Wednesday March 16 The Green Blue, Phil Horton

The Green Blue is the RYA and British Marine's environmental outreach programme. This talk will showcase The Green Blue's resources, campaigns and activities and how they relate to recreational boaters. Phil Horton, the RYA's Sustainability Manager will present, and will also cover the RYA's Carbon Pathway to Zero report, published in 2021. The report covers both the RYA's own activities alongside those of the wider recreational boating sector. Discussion and feedback is encouraged throughout!

Wednesday March 23 Cruising from the USA east coast to the west, via the Panama Canal, Michael and Anne Hartshorn

Blue Water Secretaries, Michael and Anne, crossed the Atlantic in 2010 and enjoyed four years cruising the US east coast, Cuba and the Bahamas. In 2015 they left the friendly Chesapeake Bay and set sail for Florida, crossing from there to the Bahamas and slowly making way down to the Great Inagua, bidding farewell to some of their favourite haunts along the way. Moving into new territory, they headed south through the Windward passage and onto southern Cuba. The route from there took them south to the Cayman Islands, Providencia and Panama.

Preparations were made for the transit of the Panama Canal in December 2015. On the Pacific side they turned right and headed up towards Mexico. After four months exploring this wonderful part of the coast, they made the trip north to San Diego, USA against the prevailing wind and current!

Wednesday March 30 Hanson lecture: Evolution of yacht design process over 45 years, Rob Humphreys

Rob describes a personal journey from his first boat built – a 24ft stripped-out Quarter Ton racing yacht – to the studio's most recent work, including a 160ft expedition yacht currently under construction. It spans the transition between pencils, splines and ducks through early computerisation to various high level CAD/CAM processes. It's an art-meets-science journey, where the former still plays a huge part. .



Oyster 62 in Antarctica, a Rob Humphreys design
Photo: Steve Powell

Bookings

Events start promptly at 7pm unless otherwise stated. To book any lecture at CA House, and to indicate whether you'll be ordering food, go to **News & Events > Events > BOOK EVENTS ONLINE**. Please pay in advance on the website, or by contactless on the door. Individual lecture tickets members £4, non-members £7. Season tickets available to members at £24.

If we are unable to hold the event at CA House it will still be broadcast on webinar and prepaid tickets refunded.

Webinar links will be published a few days in advance of each event. Any problems with the booking system, call Jeremy on 0207 537 2828 or email reception@theca.org.uk. There will be no charge for viewing online.