

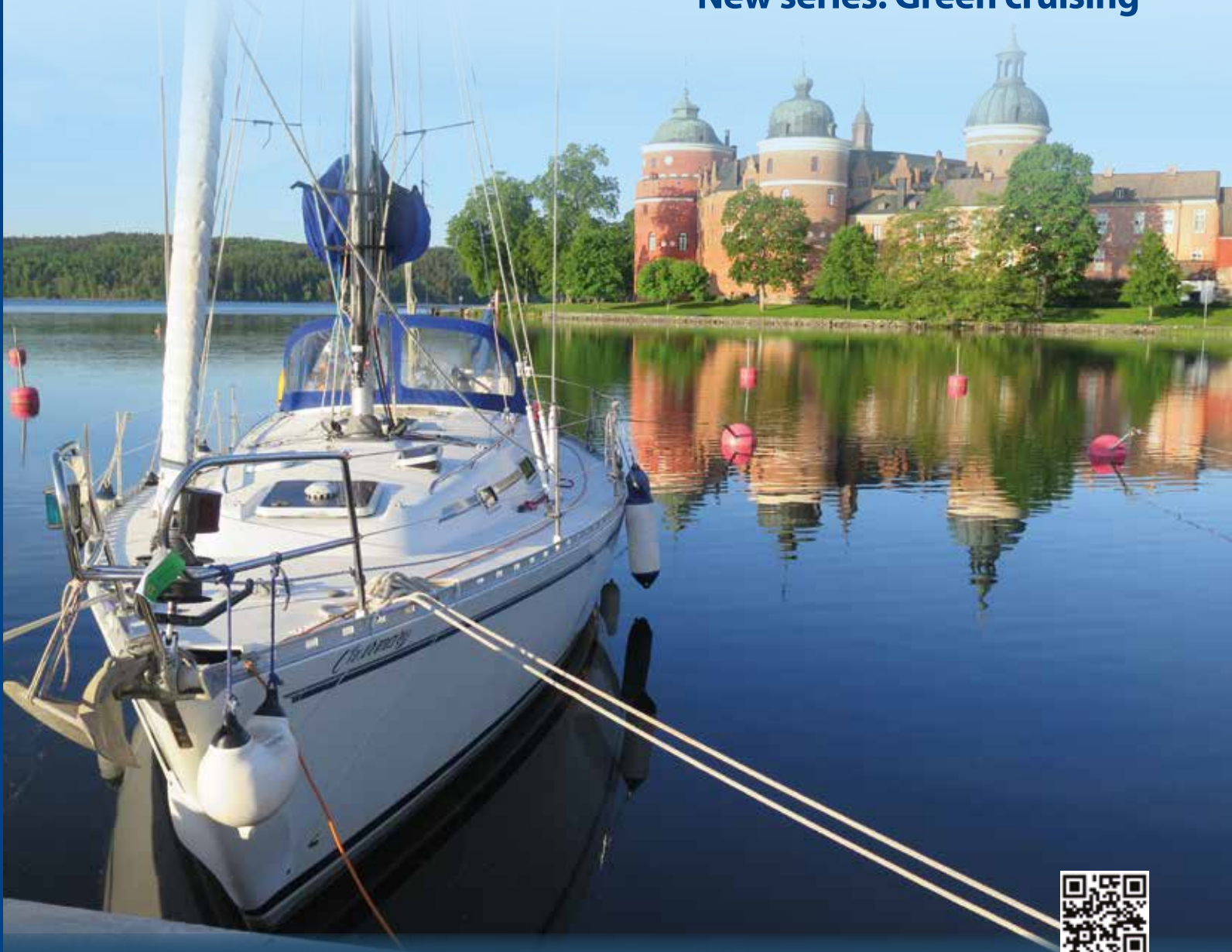


# Cruising

[www.theca.org.uk](http://www.theca.org.uk)

**Win a Raymarine display worth £4,000**

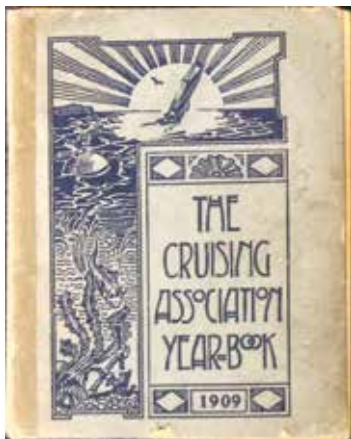
**Prizewinners cruise the Clyde  
Autumn lectures at CA House  
New series: Green cruising**



# Plenty to celebrate

**Judith Grimwade** looks back over 110 years of the CA, and highlights some of its more recent achievements, in her last column as President

This year, the Cruising Association is 110 years old. Although the association has changed in the intervening years, we have remained true to our origins. The meeting was a result of a letter to *Yachting Weekly* suggesting that something needed to be done to protect cruising yachtsmen from the extortionate charges made by some local boatmen who would look after the boats left in anchorages. There was a recognition that by sharing information, more people would be encouraged to cruise and to cruise further.



Soon after its formation, the CA published its first handbook which gave detailed information on pilotage for ports. This information was not confined to the UK coast and also included details of rail tickets that allowed a return journey from a different destination – very useful if your boat was in Burnham and you then cruised to Brightlingsea.

Providing the resources to enable our members to cruise and campaigning on behalf of cruising boaters continue to be the core activities of the Cruising Association. Back in the 1900s, there were only a few, very important members who undertook this work. Today, we have far more volunteers and thanks to modern technology, via our app *CA Captain's Mate* and the forums on our website, we can access the knowledge and experience of more than 6000 members. We still

provide information in more traditional forms – the *Cruising Almanac*, or the *Country Guides* for Baltic waters, for example, but more of our information may be shared electronically. There are advantages to print, but electronic resources are more flexible and are easier to update and cheaper to produce and share.

## From Boatmen to HLRs

The network of CA Boatmen has been replaced by our Honorary Local Representatives (HLRs) whose voluntary services do so much to support our members. I have heard from members who have received essential cruising information, support finding a winter berth and translating documents. The help and support that our HLRs give to our members is an essential benefit of membership.

## The Lobster Pot campaign

During the lifetime of the CA, its reputation within the boating community has grown and continues to do so. The campaign for the better marking of static fishing gear continues and has entered the stage of quiet diplomacy. Understandably, Brexit negotiations are a priority, but there does appear to be a consensus that a stakeholder meeting would be useful. Should our patient approach prove to be wrong, then, later in the year we will reconsider the options. We have always expected that it will take time for changes to be implemented. We are encouraged that, perhaps in part as a result of our contribution to the Scottish Government "Gear Conflict" consultation in 2016/17, there will be new regulations in Scotland that make a small but significant contribution to this safety issue.

## We need your help to run the CA

One of the greatest changes since 1908 has been the growth in the membership of the CA. This is the result of two important initiatives. Firstly, we are no longer one of the best-kept secrets in



the sailing world. Through information about our activities, we have a regular presence in the yachting press, both in print and online. The membership itself is a very important recruiting tool. The CA burgee is to be seen flying in many more marinas in Europe and beyond. The very successful rallies and meets are not only important features of CA life, but they display the friendship of the CA to the wider community.

2008 marked a watershed in the history of the CA. It was a time when our financial resources were in a poor state, the membership was falling and something had to be done. In the last decade, the CA has been re-invigorated. Thanks to the activists who came forward at the time and the leadership provided by the Chairs of our groups and committees, Council and Flag Officers, we now have a growing organisation. However, a growing organisation needs to be continually reinvigorated. This is the last edition of *Cruising* before our AGM. Several members of Council will be standing down – a three-term period



of office ensures this. Nominations must be sent to our Company Secretary or our General Manager by October 9.

Do you have the skills needed to further develop the work of the CA? Do you know someone who could contribute? We are always pleased to hear from members who would be willing to join one of our groups, who are willing to share their experience and expertise. I can assure prospective volunteers that this can be a very rewarding experience, although the reward will not be of a monetary nature.

## The North-West Roadshow

It is inevitable that some members of an organisation such as the CA find it more challenging than others to visit CA House. This is why we have invested in improving our website, developing our app CAptain's Mate, providing forums and Nets for sharing information and increasing the regional and cruising area sections.

This year, we shall also be hosting a seminar away from CA House. We looked for an area that has sufficient members and where there are good

communications to encourage attendance. The CA North-West Roadshow will be held at the National Waterways Museum in Ellesmere Port, Cheshire on Saturday November 10. We hope to welcome as many CA members and potential members as possible. The cost of attending this seminar will be similar to those held at CA House, extra costs being funded centrally. If the venture is a success in terms of member attendance and feedback, we will look to organise similar seminars elsewhere. Further details are in this edition of *Cruising*, the CA website and Eventbrite.

## Farewell from Judith

On a personal note, this is my last President's Report and I would like to take this opportunity to thank all those volunteers who have worked to develop the CA, especially those who have served on Council during the last three years. The achievements are owed to the many, not the few. I look forward to the CA continuing the important work of supporting those who cruise in small boats, and to have a little more time to go cruising myself.



## REASONS TO BE A CA MEMBER

- Comprehensive, user-friendly website [www.theca.org.uk](http://www.theca.org.uk) with thousands of pages of information, advice and expertise, members' forums, boats and gear for sale and wanted, and much more
- World-class library of books, charts, pilots and logs in print and electronic form
- Discounts on key products and services
- Quarterly magazine
- Wide range of topical and authoritative publications
- RATS: the Regulations and Technical Services group fights to protect the interests of cruising sailors
- Convivial bar and excellent food at CA House
- Shared expertise: whatever your cruising plans, members will be able to help with experience and advice
- Area Sections covering key cruising grounds at home and abroad
- Honorary Local Representatives (HLRs) to help and advise visiting yachtsmen all over the world
- A crewing service matching skippers and crew
- Overnight accommodation available at very competitive rates at CA House only ten minutes from the City of London
- *The Cruising Almanac* published annually by Imray
- Winter season social, training and lecture programme

## CA dates to remember

Most of our local sections have events planned **throughout the winter**.

**September 14:** Start of Southampton Boat Show and opening date for the **Raymarine** competition.

**October 3:** CA London's **Autumn lecture season** kicks off at CA House with a talk on Svalbard. Events are each Wednesday until December.

**October 4:** The first of our monthly **Crewing Service meetings** at CA House.

**October 12-14:** **Scotland's Boat Show** at Kip marina. The CA hosts the talks on the Sika Marina stage including a CA Workshop on the Sunday morning.

**October/November:** **Pre-ARC and pre-ARC+ pontoon parties** in Gran Canaria.

**November 3:** **World Cruising Seminar** with Jimmy and Doina Cornell at the Royal Harwich YC, Woolverstone, Suffolk.

**November 10:** **The CA's North-West Roadshow**, Ellesmere Port. A great line-up of speakers including Tom Cunliffe.

**November 17:** **Finland and Russia Information Day**, CA House, run by the Baltic section.

**November 21:** **CA AGM** at CA House.

**November 24:** **Ocean Safety Day, Plymouth**. Flares, lifejackets, EPIRBs, liferafts explained and demonstrated. Book now – only 30 places available!

**November 24:** **European Inland Waterways' Annual Seminar** at CA House.

**December 1:** Seminar, **Cruising in Atlantic France**, CA House.

**January 2019:** **Closing date for log and photo competitions.**

## An Irish solution to Brexit

We have enjoyed over forty years of cruising and often keeping our boat in European Waters. In recent times we have kept her in South Brittany and cruised the West coast of France and the North and North West Coast of Spain.

The freedoms afforded to us by being citizens of a United Europe have been wonderful.

Next March things will change. The UK is leaving the EU. We will obviously have to be treated as boats that are from outside the EU. The rules for non EU boats will allow us to visit but only to stay for six months in European Waters.

We are lucky – we think we have found a solution.

We plan to give a majority share in our boat to our son and our Irish grandsons.

Our son, who is married to an Irish girl, has taken Irish citizenship. He had to, as he spends time working in many countries of the EU which require European citizenship.

The boat will be registered in Ireland and fly the Irish tricolour. The boat can therefore stay in Europe.

We realise that, as we will have lost our European citizenship, our visits as non-EU citizens may well require visas and suffer time limits and restrictions.

Nevertheless, we will take what time we can by borrowing the boat from our Irish/European family. We will miss the freedoms and the citizenship we have lost.

Brexit does not feel like progress.



**Martin Deighton**

## We must not over-rely on AIS

Eduard Keck (*Cruising*, June 2018) makes a valid point in highlighting the danger of over-reliance on AIS as a means of being seen. However his experience on meeting another yacht which transmitted AIS but didn't answer VHF calls is a criticism of that skipper, not of AIS. There is clearly a risk of slipping into the illusion that if it's not on AIS, it's not there. But that, just like over-reliance on any other navigational aid, must be resisted. It doesn't make an argument against transmitting.

Every year I attend the annual Users' Consultative Committee meeting at the Irish Lights in Dun Laoghaire. I am one of only two or three leisure sailors there – the other attendees include the Navy, the RNLI, both Irish and British Coastguards, the Fishermen's Association, Irish Water Safety, Harbourmasters, the Department of Transport, master mariners and the Irish Lights themselves. Six years ago I took the opportunity to ask the roomful of professionals whether or not they would like leisure craft to transmit

AIS. The answer was a unanimous and emphatic yes. To transmit from a yacht is a valued and reassuring courtesy to the watchkeepers of large vessels, and they can easily blank us out in confined waters if they need to clear their screens.

For six weeks between Galicia and La Rochelle this year we logged all yachts we sighted at sea – about 100 in all – noting whether they transmitted AIS. The proportion was almost exactly 50%, irrespective of nationality (much greater than fishing vessels) and rising year on year. Well offshore, halfway between Santander and the Gironde, we came across a large tanker, apparently stopped in 3000 metres of water. Her master called us by name to ask us to keep well clear, as he was drifting. He may have been simply waiting for orders – we don't know. But the contact was made so much the easier by each of us being able to identify the other by name from four miles away.



**Norman Kean, Editor,  
ICC Sailing Directions**

## From the forums

### Electric outboards and security concerns

Anyone got experience of the Torqeedo electric outboard? It is lighter than most 4 stroke outboards but I am concerned about security. Leaving it on the back of a dinghy on town quay while at a restaurant it would look very inviting to passing lightfingers. **Tony Belchamber**

We have one and it is great. We remove the tiller in harbour and sometimes the battery but we think it is overkill. Probably a fuel outboard is easier to steal? **Emmanuel Gresh**

We are a long-distance cruising boat using the Torqeedo as our main/only outboard motor and it has served us well from Turkey all through the Med down through Canaries/Cape Verdes, Caribbean and east coast of the US. It is never going to get you on the plane – but my wife can put it on to the dinghy on her own as splits into three main bits. In the high crime areas we think no one really recognises it and it would be difficult to sell on. **Ian Clarke**

Torqeedo supply a padlock to secure the leg and also a wire and padlock for the battery. Or take the battery to the restaurant who will usually charge it while you eat. It is lighter than any comparable petrol outboard and starting it is simply a matter of twisting the tiller forward or back. We would never go back to petrol. **Robin Atkinson**

I had a bad experience with Torqeedo. Water got into the shaft damaging the motor. Torqeedo blamed me for running it in water where there was some weed and it seeped through the shaft bearing. They refused to repair it under warranty and I was left with a big repair bill. I would explore other electric outboards. **John Rotter**

I suspect most outboards get taken from the back of the yacht not the dinghy. This is not a problem for the Torq, in risky places we simply put ours in a wardrobe... no smell, no oil, no dirt! **Peter Charlton**

Join the debate at [www.theca.org.uk/forum](http://www.theca.org.uk/forum)

## Win a **Raymarine** display worth £4,000

At the Southampton Boat Show we are launching our latest fantastic prize draw for CA members, in association with Raymarine.

**The prize is a new AXIOM Pro12 Pro-S E70482 retailing at £3,945.**

Axiom Pro is the newest addition to Raymarine's state-of-the-art Multifunction Displays (MFDs). It offers hybrid control, giving a choice between simple tablet-like touch control or confident keypad control in rougher waters. Axiom Pro runs on operating Software LightHouse 3 which is fast, fluid, and offers an easy-to-use interface that puts you in complete command with just a few touches. See [www.raymarine.com/multifunction-displays/axiom-pro](http://www.raymarine.com/multifunction-displays/axiom-pro) for more information.

As you would expect, it is ready and easy to network with all the latest electronics, radar, autopilots etc using standard NMEA2000 and NMEA0183 connectivity.

To enter, simply fill in a form at any CA event you're attending or send a picture of your boat flying the CA burgee to [information@theca.org.uk](mailto:information@theca.org.uk) between September's Southampton Boat Show and January 2019, when the lucky winner's name will be drawn.



## World cruising seminar: Jimmy & Doina Cornell

We welcome cruising guru Jimmy Cornell and his daughter Doina to the Royal Harwich Yacht Club, Suffolk, on **Saturday November 3**, for a one-day seminar on world cruising. Whether you plan to circle the world, or just go a little further from home, into foreign waters, this is for you. Topics include:



- **World cruising today** An overview of today's global situation covering the effects of climate change, safety, piracy, favourite destinations
- **Embarking on a journey** to the Med, Madeira, Canaries, Caribbean and return voyage home
- **Main factors that can influence the successful completion of a voyage:** choice of boat, equipment, crew, finances and self-sufficiency
- **Sailing as a family** presented by Doina.
- **Open forum** to discuss individual voyage plans and ask question
- **Jimmy's highlights** of his own sailing life, from 1974 – 2017.

The event starts at 8.45am and finishes around 6pm and the price is just **£40** including lunch and refreshments. Please book at [www.royalharwichyachtclub.co.uk/events](http://www.royalharwichyachtclub.co.uk/events)

## Come to a Crewing Service evening

The CA's Crewing Service puts skippers in touch with crew and crew in touch with skippers. We have crewing meetings at CA House once a month throughout the winter. The first one is on **October 4** at CA House.

Meetings for the rest of the winter are:

- November 1
- December 6
- January 3, 2019
- February 7
- March 7
- April 4

All meetings start at 7pm, and the bar will be open and food available from 6.30pm. The skippers will be invited to talk about where they have been this past season and about their plans for next year. Thereafter any

crew attending get an opportunity to discuss any trips of interest to them.

There is no need to book your place; just turn up for this unique opportunity to plan next season's sailing opportunities.

It would be really appreciated if you could share information about your sailing experiences this year together with photos too if possible. Also let [crewing@theca.org.uk](mailto:crewing@theca.org.uk) know if you are happy to share anecdotes and images across our social media platforms.

There's just a taste of what's on offer in our database in the quotes here. To read the full entries, and more, go to [www.theca.org.uk/crewing/welcome](http://www.theca.org.uk/crewing/welcome) – or check the crewing forum from Forums > Crewing Service.

**CREW:** "My sailing experience has all been as deckhand on a three-masted barque, *Lord Nelson*, but I have been round Cape Horn on her, and out of sight of land for five weeks. I have 12,703NM on my RYA log book. So far I have always enjoyed heavy-weather sailing! I want to get more practical sea-time on a fore-and-aft vessel, prior to taking a Day Skipper practical."

**SKIPPER:** "For 2019, I am planning an extended trip via Channel Islands and Brittany aiming to reach La Rochelle, taking our time to visit places and relax. Crew changes possible. The perfect crew member(s) will be experienced, happy to sail double-handed and confident running a watch on their own and at night."

# Join us, and Tom, at North-West Roadshow

## Timings and tickets

Timings are as follows:

**1pm** Registration  
**1.30pm - 5.30pm** Afternoon session & refreshments  
**6pm - 7pm** Buffet supper  
**7pm - 9.30pm** Evening session with Tom Cunliffe

You will need to book separate tickets for the afternoon session (£8.50), the evening session (£10), or both, *and* the buffet (£15), depending on your preference. Your booking provides free entry to the Museum (entry is normally £9.50 for an adult).

Full details, all the information you need to book tickets via Eventbrite, and the link to discounted accommodation can be found at [www.theca.org.uk/events/north-west\\_roadshow\\_10-11-18](http://www.theca.org.uk/events/north-west_roadshow_10-11-18)

The CA is organising a one-day North-West Roadshow on **Saturday November 10**, at the National Waterways Museum in Ellesmere Port, Cheshire.

Members often ask for more events away from London and this location was chosen because it has sufficient members and good transport connections.

We hope to welcome as many CA members and potential members as possible. If the venture is a success in terms of member attendance and feedback, the CA hopes to organise similar seminars elsewhere.

Topping the bill and rounding off a packed and informative line-up of talks is sailing journalist, author and broadcaster, Tom Cunliffe.

The CA has also negotiated special rates at the Days Inn Chester East for anyone who would like to stay overnight.

All speakers allow plenty of time for Q&A, and the schedule of speakers and events includes

- **Vyv Cox** on "Things that can ruin



your day at sea"

- **Julian Dussek** takes us cruising the French inland waterways
- **Judith Grimwade** on cruising Atlantic France
- **Derek Lumb** on cruising information, on behalf of the CA's Cruising Information Development Group (CIDG)
- **Open Forum** discussion
- Early buffet supper at 6pm
- **Tom Cunliffe**, in his own inimitable style, will deliver a talk entitled "Ice with Everything". We can only guess...!

## ...or come to Scotland's Boat Show

The Cruising Association will host a packed line-up of talks on the Sika Marine Stage in the RYA Pavilion at this year's Scotland's Boat Show taking place at **Kip Marina in Greenock from October 12-14**, including a CA seminar on Sunday morning followed by lunch. The seminar is sponsored by Imray, who will be available all weekend to answer questions and sell books and charts.

The schedule (right) was still being finalised as *Cruising* went to press. The final line-up of topics and speakers will be published on the CA website when confirmed.

To attend the CA seminar on Sunday morning you **must** book in advance at [www.theca.org.uk/event/scotlands\\_boat\\_show\\_Oct2018](http://www.theca.org.uk/event/scotlands_boat_show_Oct2018). Tickets to the show and all talks or seminars are **free to all visitors**.

### Provisional programme

#### Friday

**12 noon** Short-handed cruising with Stuart Macdonald

**12.45pm** TBC

**1.30pm (lunch)** ASAP Supplies on General Ecology and Victron products

**2.30pm** Importance of surface preparation, Sika Marine

**5pm** Clyde Porpoise on marine mammal surveys in the Clyde

#### Saturday

**11.15am** Tips on Sika Marine products

**12 noon** Clyde Porpoise – marine wildlife watching

**12.45pm** RYA Scotland

**1.30pm (lunch)** Aboard *Alba Venturer*, with Ocean Youth Trust

**2.15pm** Scandinavian cruising, Paul Common

**3pm** Safety at Sea

#### Sunday

**CA workshop, sponsored by Imray**

**11.15am** Sailing around Britain with Ken Marsden

**12 noon** Cruising Inland Waterways, Julian Dussek

**12.45 pm** Cruising the Biscay Coast of France, Judith Grimwade

**1.30pm** CA lunch

**2.15pm** New products, Sika Marine

**3pm** RYA Scotland



## Plain sailing on the Clyde

**Martin Anderson & Carol Bruce** won our prize of a week's charter with PlainSailing.com and Sail Scotland. They report on their experience

With hardly a whisper of a breeze and blues skies, we hoisted sails just outside Largs marina and drifted northwards on a bright mid-May Saturday afternoon. We were all excited at what the week would offer, and just grateful for at least one blue-sky day!

We had read in the news that orcas had been spotted from the Gourrock Ferry two weeks earlier just 12 or so miles north of Largs, so expectations were high for some good wildlife sightings. That first afternoon we saw two groups of harbour porpoises as we sailed on past Rothesay and Port Bannatyne into the East Kyle. Not surprisingly on a lovely Saturday evening, when we got up to the Kyles of Bute, many other boats had had the same idea, but there was still space to anchor in Wreck Bay, nicely tucked in the lea of Buttock Point, in time for pre-dinner drinks in the cockpit, taking in the stunning scenery.

It was more than a year earlier, on a cold January morning, that we took a call from Lucy at the CA telling us that we had won a week's cruise for six to eight people in Scotland. We were initially disbelieving, "because we never win anything", but Lucy convinced us it was genuine. Already committed to a long summer cruise on our own boat to the Baltic, we didn't manage to arrange the trip until 2018. Plainsailing.com and Sail Scotland

sponsored the prize, and in due course we were all set up with a charter of a fine 2010 Sun Odyssey 42 from Flamingo yachts. By pre-ordering supermarket food for delivery direct to the marina, and the happy chance that the boat had not been out the day before and so could be handed over early, we managed to get the full team of seven of us unpacked onboard, safety briefing done, and set sail by 1430 to enjoy the first night at anchor after a modest 15-mile sail.

A Sunday morning fry-up, eaten al fresco, was followed with a sail up into Loch Riddon, and then a light-wind beat southwards through the West Kyle, enjoying the stunning scenery, getting all the crew involved in sailing, and testing the nerve of the helmsman as we tacked to and fro. The plan was to stop at the Kames Hotel for lunch and we duly picked up one of their visitor buoys.

After lunch we continued the sail south and duly arrived in Lochranza on Arran, happy to find a free visitors' mooring not too far from the landing pontoon, and the welcome of the Lochranza Hotel with some fine beers and good grub for dinner. It must be said that they also have a huge range of fine malts on offer! The view of the mountains all around with red deer on the skyline was breath-taking. Sadly the famous golden eagles did not make an appearance, although we did



*Left, Skua and a neighbour in Wreck Bay and right, Lochranza. Above, the route taken. Below, Martin and Carol on board in Portavadie and bottom right, Skua with Holy Island behind*



enjoy watching an otter foraging in the bay as the sun set, and in the morning the seals all sunned themselves on the rocks at low water.

Monday morning breakfast was followed by an expedition ashore for a tour of the Arran Distillery, kindly also donated as part of the prize. A couple of wee drams on a Monday morning is a fine way to start the week, and the tour with the friendly and knowledgeable Billy was great fun.

Now on our third successive day of sunshine, we only left Lochranza mid-afternoon and decided on a short sail north to Portavadie, with a free night's mooring and use of the leisure facilities that were also part of the prize. Refreshed by possibly the best marina showers in western Scotland, some of the crew hiked to see the standing stones, some enjoyed the swimming pool and steam rooms. Then we departed under overcast skies for a sail in the scenery of Loch Fyne before finally turning back south to visit



picturesque Tarbert. Here we enjoyed a fine joint birthday dinner celebration for two of the crew at Starfish, where they served one of the best seafood meals in the area.

From Tarbert, under blue skies again, we headed south down the west side of Arran for what was to be our longest day sail of 33 miles to visit Campbeltown. New shower and toilet facilities, and a friendly welcome from the berthing master taking lines as we came alongside, made this a welcome port to visit even if we didn't have the time to visit any of its five distilleries!

Our Thursday morning departure was marked by an amazing display from a large squadron of gannets, whirling in formation, then diving at break-neck speeds into a school of fish following the tidal eddies, while a host of guillemots and razorbills also fed, joined at times by harbour porpoises. With Ailsa Craig looming on the horizon, home to a colony of 70,000 gannets, it was perhaps not surprising that there were so many of these birds around to



entertain us. We sailed past the south coast of Arran, then turned north to the anchorage behind Holy Island and the village of Lamlash. Our dinghy work was getting slicker as we ferried seven crew ashore for refreshment of some fine Scottish craft beers at the Pierhead Tavern, then back onboard for dinner in the spacious saloon of the Sun Odyssey, followed by another evening of hard competition with dice and cards.

Already it was Friday, and time to be heading homeward. Another day of light winds and gentle sailing as we headed northwards towards Largs, stopping off for a late lunch in the pretty little bay of Millport on Cumbrae, having a common dolphin come alongside for a while, and arriving back in Largs early evening, very content after a wonderful week.

We were so lucky with the weather, sunshine all week with just one overcast afternoon. The Sun Odyssey is a great boat for a party of seven and never really felt too crowded. It sails well even in light airs and handled well.

This was the second time we've sailed the Clyde and we can highly recommend the sheltered waters, with fantastic scenery, wonderful places to explore, fascinating wildlife, great local food and drink, and friendly people.

We had a brilliant week; many thanks to the Cruising Association for running this competition, to PlainSailing.com for setting up the charter in conjunction with Sail Scotland, to Arran distillery and Portavadie Marina for their generosity.

## Lobster pot progress in Scotland

Following the CA's campaign for better marking of lobster pots and other fishing gear, the Scottish Government is planning to improve marking of creel/lobster pots. It also wants to make unlicensed fishermen more identifiable.

RATS (Regulations & Technical Services committee) was part of the Scottish Gear Conflict consultation in 2016/7.

The Marine Scotland response to the consultation says: **"It is clear that some fishermen are marking gear using inappropriate equipment that result in poor visibility and/or poorly secured marking equipment. Marine Scotland will therefore introduce regulations which will ban the use of equipment not manufactured for the purpose of marking fishing gear. This will outlaw the use of objects such as plastic milk cartons and netted footballs."**

In the rest of the UK, RATS members are discussing next steps with the Civil Service and will also report back to the All Party Parliamentary Group on Fisheries.

The full Marine Scotland response is at: [www.gov.scot/Publications/2018/05/7812](http://www.gov.scot/Publications/2018/05/7812)



## Sta-Lok winner claims his prize

A 2017 competition to win a set of new standard rigging worth £3,000, courtesy of Sta-Lok, has been claimed by its winner Jeremy Brooks, a member of the CA since 1975. He is delighted with the result, commenting: "I have never won anything in my life before. It is a family shared boat between brothers and it was the perfect timing for a re-rig."



# What a load of rubbish...



Photo: BBC/Plastics Watch

Photo: US Fish and Wildlife Service Headquarters

As cruising sailors we travel upon oceans which are filling up with plastics and other pollutants. **Camilla Herrmann** asks what we can do to minimise our footprint (or boatprint)

If you watched David Attenborough's *Blue Planet II* you may have wondered, as I did, what we can do as cruising sailors to make sure that we are not contributing to the pollution he described.

A study by the World Economic Forum showed that the equivalent of one garbage truck of plastic is poured into the ocean every minute... and by 2050, there could be more plastic than fish in the world's oceans. And of course plastic is not the only problem. According to the Green Blue marina guidelines, oil is the commonest pollutant in the UK.

This article includes a brief summary of some of the things we could all be doing to reduce our impact on the environment. **Now we are looking for help from CA members** to share best practice across the organisation – see box below right.

## Dealing with rubbish

Since China stopped accepting the world's recycling at the beginning of 2018, plastic waste has been in the news pretty much every day. Of course it's not the only type of waste on a boat, and dealing with mixed garbage is often the biggest challenge.



Photo: Fabien le Libre

When Jimmy Cornell took *Aventura IV* through the North West passage his aim was to minimise his impact on the sensitive Arctic environment. He had no diesel generator, relying instead on wind, sun and water to provide power. Black and grey water were treated by an Electroscan purifying system. In addition, by rigorously controlling the packaging that was taken aboard and the way it was handled once used, *Aventura* dumped no rubbish in the Arctic region. We hope to publish more detail about this in a future edition of *Cruising*.

For those of us who sail in smaller, less organised boats, waste disposal is always a problem. It's tempting to make life easy in the galley with convenience foods, but that can result in a horrendous amount of packaging. Depending on the waste bins where ever you are, there are three possible scenarios:

- Put everything in one bag, forget about recycling because it's too complicated and chuck it in the general waste bin. Even in the UK this is becoming less popular.
- Put everything in one bag and sort it when you get to the bins. Saves time and space on board but is

either nasty to do or a bit hit and miss, depending on what's in your bin bag.

- Run with two or three bags or containers, for glass, recyclables and general waste. We do this at home, but on the boat it seems to mean that the galley contains so many bags and boxes there's no room to do the cooking.

What's your solution?

## Sailing or motoring?

It's easy to feel smug, if you have a sailing boat, that you are using a resource which is free and wholly renewable. But how much time do you actually spend



Photo: Colin Wright

*Cruising in company may mean motoring to get to a booked overnight berth*

## We need your help

Have you come up with a bright idea for reducing your boating impact on the environment? Or have you encountered an intractable problem of waste or pollution where you just can't find the best solution? Now is the time to write down your thoughts and send them to [editor@theca.org.uk](mailto:editor@theca.org.uk). We'll publish everything we can in *Cruising* or on the CA website.



under sail alone? Unless you're a purist, and you never have to meet a deadline, you probably spend at least 30% of the time with the engine running.

It's interesting to work out how much fuel your boat is using in terms of (statute) miles per gallon. The ageing Volvo 2002 engine in our 33ft Westerly Storm uses about a litre an hour and pushes us along at about 5 knots, which works out at about 26 mpg. James Littlewood's *Paddington V*, a Polaris Enduro 1300 GL, uses about one litre per nautical mile at its cruising speed of 7 knots, which is just about 5 mpg. James is taking 13 tonnes of steel boat, two large engines and enough stuff to fill a small house along with him... and there's a substantial impact on his carbon footprint.

## Fuel or oil leaks



*Yuck. A mixture of salt, oil, diesel and water under an elderly engine*

A couple of years ago a new sender fitted to our fuel tank worked loose in rough conditions, and spilled quite a lot of diesel into the bilges. Over two or three weeks, in a series of French marinas, I mopped several bucketfuls of a water/diesel mix out of the bilges. The issue then was what to do with the unpleasant, smelly liquid, given limited French and a fear of receiving the answer "Non!"

Some of the bucketfuls went into a waste oil tank. One was put into an empty plastic container and left as a weekend present for the owners of a technical area. One marina actually had a bilgewater tank, but it appeared it was only accessible to a commercial company using their own bilgewater pump.

I still don't know the correct answer. In most countries it is illegal to pump any

oil over the side of your boat and in the US owners have been fined when their automatic bilge pumps discharged pollutants along with the water. A bilge cleaner such as Bilgex won't remove the oil or diesel, just put it into suspension so you can remove it and "dispose of it appropriately" (as it says on most bottles of bilge cleaner).

Oil-absorbing pads or booms are the best answer for future leaks, at a price... six oil-absorbing sheets intended for marine use cost around £13, which is a lot more than a few rolls of kitchen paper.

## Black and grey waste water

Most new boats have holding tanks and in many countries, especially in the eastern Med or in inland waterways, their use is mandatory. However as many boat owners will testify, complying with these regulations can be difficult and expensive.

Cathy Brown reported in *Last word* last September that there was not a single working pump-out station in the River Orwell on England's east coast. And a pump-out at Eastbourne cost £43.25, while at Brighton the pump was completely blocked by a dredger parked in front of it. Under those circumstances it's tempting just to flip the switch to "pump to sea" and hope nobody notices.

The sea does biodegrade human waste quite effectively, given time and waves. But no-one wants to swim on a beach where black waste has been flushed out of a marina and straight on to the sand.



It's also worth considering what goes into your grey water discharged from sinks and basins. Generally there's no restriction on this, because the substances you use are considered benign or biodegradable. However, under EU rules, washing-up liquid is biodegradable if it breaks down within 28 days, which gives plenty of time to damage aquatic wildlife. "Green" washing up liquid made with plant products may break down faster or be better for the sea. Or it may not – it's very hard to find accurate information.

## Going off grid




Photo: Marlec

Floating quietly at anchor, or on a mooring, can be one of the most peaceful experiences in cruising. But with our increasing appetite for having electricity on tap at all times, most boats need a way to top up the batteries, preferably without running the engine.

Solar, wind and hydro-generation are all genuinely green, although the sound of a noisy wind generator can drive you bonkers. Running a petrol or diesel generator, however well sound insulated, is not doing much for the environment. Fuel cells are silent and efficient, but remain a niche option. If run on hydrogen generated by solar power they are genuinely zero-emission, but a marine fuel cell is much more likely to use methanol or propane.

## And much more...

This is a quick skim through some of the environmental issues that I have encountered, some of which we have already mentioned in *Cruising*. There are many more issues... and hopefully some solutions! Please do share your thoughts and experiences with us, by writing to [editor@theca.org.uk](mailto:editor@theca.org.uk). 



Above left, Svalbard with Gareth & Frances Watkins. Above right, where the rocks aren't: navigating around Ireland with Norman Kean. Below left, the Marchands on their Atlantic Circuit and below right, spotted by Jimmy Cornell, polar bears are victims of global warming

## CA London autumn 2018 programme

From Svalbard to safety gear, from the ARC to EGNOS, and from the Celtic Sea to climate change, this season's autumn talks at CA House have something for everyone

### Wednesday October 3 Sailing to Svalbard, Gareth and Frances Watkins

In 2014, Gareth and Frances decided they wanted to sail from the UK to Svalbard, a remote archipelago 600 miles from the North Pole. The first step was to buy a boat. Within 15 months they had achieved their ambition and were sailing their Hallberg-Rassy 352 among the icebergs.

In this lecture, Gareth and Frances will discuss the reasons for the adventure, the planning, the trip and anything else that might come up!

### Wednesday October 10 Atlantic Circuit, Graham & Pam Marchand

Having crewed on two previous west-going Atlantic crossings, Graham was keen to skipper his own boat and complete the circuit, returning via Bermuda and the Azores. He and Pam will talk about the boat and their preparation as well as the different legs



from Portsmouth to Las Palmas, the ARC via Cape Verdes, time in the Caribbean and the return passage. There was no big drama, but many interesting and sometimes challenging experiences. They hope to interest those who have undertaken similar passages and encourage anyone planning to do so for the first time.

### Wednesday October 17 Where the rocks aren't, Norman Kean

The hydrographic surveyor Commander Edye, when greeted by Queen Victoria with "So you're the man who knows where all the rocks are" famously replied "I fear not Ma'am, but I do know where they aren't." Norman Kean, Editor of the Irish Cruising Club Sailing Directions and frequent contributor to *Yachting Monthly*, takes us on a scenic circumnavigation of Ireland, stopping off here and there to illustrate some of the pitfalls facing all those who prepare and use charts, whether paper or electronic. After all, the key to safe sailing is, in Commander Edye's immortal words, knowing where the rocks aren't.

### Wednesday October 24 Noel Dilly on dangerous safety gear

Most of us carry safety gear, bought with reluctance at great expense. For many the equipment is regarded as a talisman against disaster. Some gets used, but most of the things languish in

a locker unloved and neglected. Will the apparatus work in the unlikely event that it is needed? Probably not! It may be the ignorance of the user, lack of practice, or potentially fatal faults in the gear itself.

The talk will explore experiments with a wide variety of safety equipment; reveal faults and suggest simple modifications to the equipment and its use that could potentially decide the difference between life and death. Practical demonstrations and audience participation hopefully will convince sceptics.

### Wednesday October 31 Effects of climate change on voyage & passage planning, Jimmy Cornell

Climate change is having a visible effect on weather conditions around the world and this, more than anything else, affects sailors planning a long voyage. In his presentation Jimmy Cornell will discuss the major changes that have occurred in recent years and advise sailors how still to plan a safe voyage.





*Above, the beautiful Baltic, with Colin Wilson. Right, Di Murrell describes how Thames barges were once a lifeline for London; now they carry tourists to Snape*



*Photo: Guy Brown*

## Wednesday November 7 Navigation and Mapping – from Columbus and Mercator to EGNOS and ETRF, John Barry

A review of the history of navigation and mapping, how developments in one drove developments in the other, how scientific and engineering understanding and development drove both, although not necessarily at the same speed.



From the cross staff to radio navigation, from a heliocentric universe to satellites, and from maps with blank areas filled in with fanciful sea creatures (and equally fanciful land masses) to digitised mapping, including several people who should have known better, some who got it right but didn't know why, and some who knew they were right but weren't believed.

Retrograde orbits, pig-headed dogma, geoids and ellipsoids, reference frames, disasters and official inaction and an expected navigation accuracy of about 100 miles, all wrapped up with bits of physics, astronomy, geodesy and maths.

## Wednesday November 14 Beginners' Guide to the Baltic, Colin Wilson

The Baltic – arguably one of the best cruising areas in the world – is almost on our doorstep. Why visit, what might you find, how can you get there, how do you get back home again, what about

language, isn't it expensive? Colin will share answers to these and many other questions during his "Beginners Guide to the Baltic". Hear something about the history, the nature and the people that make this a must do destination on any cruiser's wish list. He will also explain some of the fantastic resources about cruising in the Baltic that are available to CA members.

## Wednesday November 21 Annual General Meeting of the Cruising Association. Starts at 6.30pm

## Wednesday November 28 Barges and bread, Di Murrell

From carrying lime products for Rose's marmalade on a pair of canal boats, to transporting grain by barge from Tilbury to Coxes Mill on the Wey, to eventually operating three coasters in and around the Thames Estuary, the Murrells followed the inland trade to its eventual demise.

"Barges and Bread" is a history of those who worked on the water and who used the Thames to transport goods, woven into an account of how London relied upon the river to deliver the grain to feed its citizens. Di's account of her time working on the water brings to an end a story whose beginnings can be tracked across 2000 years.

## Wednesday December 5 Joint event with the Royal Institute of Navigation

For the third year, we will host a speaker from the RIN. At the time of going to press the details are still to be confirmed,

but will be posted on the CA website as soon as possible.

## Wednesday December 12 CA carol service and supper

Traditional carol service at St Anne's Limehouse, followed by an informal Christmas supper at CA House. Details and times will be published later along with a booking link.

All events are held at CA House, 1 Northey Street, London, E14 8BT and start promptly at 7pm, unless otherwise stated.

To book places on any lecture, and to indicate whether you'll be ordering food, go to [www.theca.org.uk/events/all](http://www.theca.org.uk/events/all) and click on **Book Events Online**. Please pay on the door as usual. Any problems with the booking system, call or email Jeremy on 0207 5437 2828 or [reception@theca.org.uk](mailto:reception@theca.org.uk)

Individual lecture tickets: Members £4; Non-members £7. Season price for nine talks £28.

The editor's first cruising boat, a Sadler 29, could almost fit in the cockpit of this Oyster 675 with room to spare for 48 bottles of champagne

## How big is too big?

**Cathy Brown** has progressed from a 25ft boat to 33ft and now 40ft. She wonders just how many home comforts we really need on a long-distance cruising boat

Is there such a thing as the perfect size for a long-distance cruising boat? Yacht club bar debates (arguments?) on this perennial topic reveal two distinct schools of thought.

One is that you need a big boat (and a big budget) to provide all the comforts of home. A generator to power deep freeze, sat phone, computer, TV, DVD player and all the rest, and a watermaker to cater for unlimited showers, are seen as essentials.

The alternative viewpoint is that true adventure is to be found on small, no-frills boats. Sir Robin Knox-Johnston's pioneering round the world 32-foot ketch *Suhaili* was pretty Spartan, after all. And this year's Golden Globe Race has highlighted the seaworthiness of old faithfuls like the Rustler 36, a long-time favourite among sailaway cruisers, before the trend for ever-longer production boats made 40-plus the norm, and 50-plus by no means unusual.

There are persuasive arguments on both sides. One advantage of a smaller, basic boat is that there is less to go wrong – and it's easier to put right if it does, because everything is of a more manageable size. A larger boat is likely to be more comfortable, in every sense, but running costs go up on a logarithmic scale. Every shackle, and piece of rope is disproportionately more expensive, not to mention the replacement costs of larger items like sails and winches.

Having progressed from a 25-footer to a 33-footer and now a 40-footer, we appreciate having more space, more home comforts and improved sailing performance. A friend who has completed the Atlantic circuit points out that higher passage speeds make it easier to outrun bad weather. And a bigger boat is generally a more stable platform if you do get caught out.



Photo © Oyster Yachts/Mike Jones – Waterline Media

Smaller craft can enjoy thousands of picturesque harbours and anchorages which are simply out of reach of bigger boats, and they tend to be less addicted to shore power in expensive marinas (though of course bigger boats can compensate with generators, inverters and all the rest).

Smaller boats' owners also claim to spend more time sailing, and less maintaining complex systems, or facing frustrating delays in foreign ports waiting for the delivery of an elusive replacement part.

**On a bigger boat every shackle and piece of rope is disproportionately more expensive**

It can also be argued that many older, compact designs – Contessas, Rustlers, Westerlys, for example – are more solidly built and seaworthy, and might look after you better, than some of today's relatively huge production cruisers, designed with spacious accommodation as top priority.

I can't be the only person who has stepped off the latest model at a boat show shaking my head at the scarcity of proper handholds down below, and the compromise of sailing performance in the name of "convenience" – banishing all that "nuisance" rope from the cockpit to make room for a bigger picnic table.

I was once lucky enough to sail on an Oyster 66 which combined truly

luxurious accommodation with impressive sailing performance. The specification included hydraulic sail controls, plumbed-in washing machine and tumble drier, and a refrigerated cockpit table designed to accommodate 48 bottles of champagne.

She would be perfect for hosting a glamorous party, or indeed making a fast ocean crossing, but no use at all for the sort of cruising most of us do – not least because you would need a full-time crew to keep on top of the routine maintenance of all those systems.

So the question of ideal size is one every one of us would probably answer differently. I salute the spirit of adventure of the Golden Globe racers, and recognise the attraction of "getting back to basics." But I have to confess I'd be too reluctant to give up my chart-plotter, fridge and Eberspächer to join them.

**Cathy, a former editor of *Cruising*, sails with her husband Richard on their Arcona 410, *Brave*, and their motor cruiser, *Attitude*. In *Brave* and her predecessors they have raced and cruised from Spain to Sweden and sailed around the UK and Ireland. In January Cathy won the CA's Fid award for her contributions to *Cruising***

